



Silverstone 75 and **WRC 50** special issue



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24 AUGUST 2023

World Rallying hits 50!

Petter Solberg drives
iconic machines

...and experts
pick out the
10 greatest
drivers



'To drive all the cars is emotional'

PETTER SOLBERG

PLUS Silverstone's 75th birthday



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Celebrating two more special motorsport milestones in 2023

Before the Formula 1 season kicks back into gear at Zandvoort this weekend, we celebrate two more birthdays in this special issue.

The World Rally Championship is 50 in 2023, so now seemed like the perfect time to put together a special track (stage?!) test. Petter Solberg, the 2003 world champion, and Autosport's Tom Howard descended on Goodwood for a brilliant day with key cars from the main WRC eras. Turn to page 16 to see what Solberg made of them.

We also put together a panel of experts to help select the top 10 drivers. As ever, the list is controversial and doubtless no one on the panel agrees with all of the final order (p28). Let us know who you think should be number one by emailing autosport@autosport.com.

The WRC itself helps us showcase the championship's defining moments on p34, while we finish with some key stats (p42).

Silverstone is even older and is celebrating its 75th birthday. We talk to ex-Williams man Dickie Stanford and enthusiastic collector Zak Brown about how they revived Nigel Mansell's famous 1987 British Grand Prix winner (above and p44), and pick out some other great moments at the Northamptonshire venue (p48).

With the help of the British Racing Drivers' Club and Silverstone Museum, Marcus Simmons charts the key track changes on p50 and shows how the fastest lap speeds have evolved.

Finally, Paul Lawrence is your guide to the key attractions for this weekend's Silverstone Festival (aka Silverstone Classic), which is bound to be one of the highlights of the year. See you there!



Kevin Turner

Kevin Turner
Chief Editor

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**NEVER MISS
AN ISSUE**

Special deals for
Autosport p70



Cover image

Dom Gibbons Photo/JEP

PIT & PADDOCK

- 4 New nation vs nation series launched
- 7 Button in Porsche for Petit Le Mans
- 9 Harvey loses IndyCar drive
- 10 Who is Peter Bayer?
- 13 Dutch Grand Prix preview
- 15 Opinion: Alex Kalinauckas

WRC 50 SPECIAL

- 16 Petter Solberg's super-special test
- 27 Future challenges facing the WRC
- 28 Top 10 greatest rally drivers
- 34 Defining WRC moments
- 42 All the champions and key stats

SILVERSTONE 75 SPECIAL

- 44 Resurrecting a Mansell GP winner
- 48 Other great Silverstone moments
- 50 Layout changes and lap records
- 56 Silverstone Festival preview

RACE CENTRE

- 60 World of Sport: DTM; TCR World Tour; Super Formula; NASCAR Cup; Australian Supercars; World Rallycross; MotoGP

CLUB AUTOSPORT

- 73 Major FF1600 shake-up for 2024
- 74 Lotus reveals new Type 66
- 76 Special modified MX-5 makes debut
- 79 Opinion: Stephen Lickorish
- 80 National reports: Silverstone; Oulton Park; Brands Hatch; Ulster Rally

FINISHING STRAIGHT

- 88 What's on this week
- 90 My favourite track: Rinaldo Capello

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PIT + PADDOCK



Former A1GP figures behind new nation vs

ELITE WORLD CUP

Three major players in the A1 Grand Prix World Cup of Motorsport have launched a new nation versus nation series, projected to begin next year. But a championship to be known as the Elite World Cup will not be a carbon copy of the one-make single-seater series that ran from 2005 to 2009.

The Elite World Cup will be a one-make series, but there will be a grid of electric sportscars, most likely Lotus Evijas, rather than single-seaters. And the founders are targeting established name drivers with major profiles rather than up-and-comers aspiring to get to Formula 1 that predominated in A1GP.

That makes it distinct from the A1GP relaunch announced by the

sports marketing group Origin in May. Its plans centre on single-seaters running on sustainable fuel.

The new championship was presented on Monday night in Johannesburg by Liu Yu and Tokyo Sexwale, respectively the seat holders of the Chinese and South Africa A1GP teams, and ex-Formula 3000 racer Stephen Watson. He was general manager of A1GP during its build-up and subsequently its commercial head before departing after season two in 2006-07.

Watson, who went on to become tournament director of the 2010 FIFA World Cup in South Africa, explained that the decision not to follow the single-seater route had been taken to give the series a unique selling point. "I think that space is completely captured with the success

of F1 and we didn't want to go the route of replicating A1GP with EVs because there is already Formula E out there," he said. "An electric hypercar will resonate more with the man on the street because it is closer to something you can see on the road, and it also appealed to our investment group, which is predominantly Chinese."

Lotus, with its Evija hypercar launched in 2019, is Elite's so-called preferred partner at the moment. Watson explained that it is in the process of formalising its relationship with the British sportscar maker, which is majority owned by Chinese automotive giant Geely, for the supply of 50 cars. A special Fittipaldi edition of the road car, named after Team Lotus's 1972 F1 world champion Emerson, provided the centrepiece of the launch event.

The focus on elite-level drivers follows the founders' experience from A1GP, explained Watson. "A1GP very quickly became a kind of junior formula, a stepping stone for young drivers," he said. "We want drivers who have flown the flag for their nation in Formula 1, IndyCar, NASCAR or other high-level series, including the World Rally Championship."

"We know what having a big name representing their country does for a series from A1GP times: when Jos Verstappen was driving for the Dutch team, the dunes at Zandvoort for his home race were a sea of orange. That is why we are calling this the Elite World Cup, because we



Watson, Sexwale and Yu
all have experience from
the similar A1GP concept



世界杯

ELITE WORLD CUP

nation series

want the most distinguished and highest profile drivers possible from each country.”

Each of up to 25 national teams will be represented by a minimum of two drivers. What are deemed to be emerging nations in motorsport terms will be able to employ one driver from another country.

Watson insisted that plans for the Elite World Cup are well advanced and that a kick-off next September or October with a minimum of 18 nations at the start of an eight-weekend programme through the winter is realistic. The target is then to grow to 25 nations and 10 events in year two.

The finance is in place, he explained, to build the 50 race cars, which will be undertaken in conjunction with a specialist motorsport organisation that has yet to be determined. Elite will follow the franchise model of A1GP – “but with a twist”, said Watson – and talks are under way with potential participants. “We have shared our ideas with some parties already and we have strong interest – we have people telling us they are coming in,” he said.

There will be two races per weekend: a sprint of approximately 40 minutes involving one pitstop, and a feature race of around one hour 20 minutes with three. Both races will in essence be relays: one car will pit and be replaced on track by the team’s second entry. For the longer race, the cars will undergo fast-charging in the pits before returning to the track.

GARY WATKINS

Massa steps up campaign over result of 2008 F1 world title

FORMULA 1

Felipe Massa has stepped up his legal battle concerning losing the 2008 Formula 1 World Championship by sending a letter to the FIA and F1 in which he lays out the details of his impending claim.

In April, Massa (right) signalled his intention to take legal action against the results of the 2008 championship, which he lost to McLaren’s Lewis Hamilton by a single point. Massa acted on information from former F1 supremo Bernie Ecclestone, who suggested that knowledge of the 2008 Singapore GP crash scandal was available early enough for action to have been taken before the title result was made final.

In March, Ecclestone was quoted in an interview by *F1-Insider* saying the result of the Singapore race, in which Nelson Piquet Jr deliberately crashed to help Renault team-mate Fernando Alonso win, could have been thrown out. This would have swung the title race in favour of the Ferrari driver. Instead, the controversy was only formally investigated the following year, meaning it was too late to amend the race or championship result.

After assembling a legal team, Massa has now sent a so-called ‘Letter Before Claim’ to the FIA and FOM, which sets out the details of the case the Brazilian intends to pursue in court. According to the document, which Autosport has had access to, Massa’s defence alleges he was “the victim of a conspiracy”, with the FIA and FOM deliberately failing to take action even after becoming aware of the case.

The letter, addressed to F1 CEO



Stefano Domenicali and FIA president Mohammed Ben Sulayem, alleges that the two bodies’ “motive to avoid a scandal” has cost the 42-year-old Brazilian millions in lost earnings and bonuses. “Simply put, Mr Massa is the rightful 2008 Driver’s Champion, and F1 and FIA deliberately ignored the misconduct that cheated him out of that title,” states the letter. “Mr Massa is unable to fully quantify his losses at this stage but estimates that they are likely to exceed tens of millions of Euros. This amount does not cover the serious moral and reputational losses suffered by Mr Massa.” The letter goes on to state that if there is no significant response within two weeks, the lawyers are instructed to start legal proceedings.

Intriguingly, Ecclestone has now said that he could not remember giving the interview that led to Massa’s campaign, and added that he hasn’t been approached by Massa or his legal team to verify his comments. The FIA’s International Sporting Code legislates that any right to request a review expires 14 calendar days after a competition. In theory, Massa could seek the Court of Arbitration for Sport (CAS), but it has no jurisdiction over the FIA on the matter.

F CLEEREN, G LONGO & E GABRIEL





Taylor will return
to family's Acura
prototype squad

Taylor triggers IMSA driver market shuffle for 2024

IMSA

Jordan Taylor triggered a reshuffle across General Motors' sportscar programmes when he opted to return to the family Wayne Taylor Racing squad and drive an Acura in next year's IMSA SportsCar Championship. His place at Corvette Racing has been taken by Alexander Sims, while Jack Aitken moves into the full-season Action Express Racing Cadillac seat Sims has vacated.

Taylor is going back to WTR, now partnered with Andretti Autosport, after four years as a full-season driver with Chevrolet to share its new-for-2024 second Acura ARX-06 LMDh with Louis Deletraz. The 32-year-old revealed that he had been motivated to return to the prototype ranks in which he made his name by the switch from GTE/GTLM to GT3 rules in both IMSA and at Le Mans.

"It was a super-difficult decision because ever since I have been a professional driver I have always been with GM and the goal was always to get to Corvette Racing," said Taylor, who raced for the team at Le Mans every year between 2012 and 2017 prior to joining its full-season line-up for 2020. "When I left [WTR], the idea was to stay at Corvette Racing until the end of my career; you saw a lot of guys like Oliver Gavin and Jan Magnussen have such long careers there.

"Once the rules changed it took some of the passion away from the enjoyment of driving the car. But it is an exciting time to go back



Sims (left) will
replace Taylor

to prototype racing."

Taylor revealed that staying with GM, which has released him mid-contract, to race one of its Cadillac V-Series.R racers was never really on the cards. "They have got such a strong group of drivers for their programmes," he said.

Sims is moving back to Chevrolet to drive one of its new Corvette Z06 GT3.Rs in IMSA after a two-year stint on its books as an endurance driver in 2021-22. Nicky Catsburg moves into a full IMSA seat on the team's return to two cars with the arrival of the Z06. Antonio Garcia and Tommy Milner, meanwhile, remain for their 16th and 14th seasons respectively. The pairings have yet to be announced.

Aitken is stepping up to a full campaign after joining Action Express for 2023 for the IMSA enduros and Le Mans. He will share its V-Series.R with Pipo Derani.

GARY WATKINS

F1 teams face rookie challenge

FORMULA 1

Formula 1 teams face a headache to fulfil the requirement to field a rookie in two FP1 sessions before the end of the season.

While the regulations allowed Oscar Piastri (McLaren), Nyck de Vries (AlphaTauri) and Logan Sargeant (Williams) to meet the criteria in the first round of the season, no other teams have entrusted their car to a newcomer in the first part of the campaign.

Although 10 race weekends remain to slot them in, Qatar, Austin and Interlagos are all much less appealing since they are sprint rounds that feature only one practice session before qualifying. Meanwhile, the Singapore and brand-new Las Vegas events carry heightened risk since they run on more uncompromising street circuits. Plus, F1 teams are generally reluctant to distract junior drivers when they have simultaneous F2 commitments, as at Zandvoort, Monza (also another outing for the Alternative Tyre Allocation format experiment) and Abu Dhabi.

The Middle Eastern finale might offer the most appealing solution since it will afford the youngsters a chance to settle in the cockpit in FP1 before the end-of-season rookie test at the same venue.

That leaves Suzuka and Mexico City as the remaining two venues on the 2023 schedule. Even they involve some drawbacks in that Pirelli is planning to run its prototype 2024 tyres on the Friday at both rounds. In addition, the tricky nature of Suzuka and the strong likelihood of weather disruptions means that it is rarely used for FP1 rookie running – albeit Red Bull famously put a teenaged Max Verstappen behind the wheel of a Toro Rosso in 2014 (below). This time around, it might trust Super Formula title contender Liam Lawson given his experience in Japan.

ADAM COOPER



Button will drive
JDC-Miller's new
963 at Petit Le Mans



GALSTAD

Button to race Porsche at Petit

IMSA

Jenson Button will make his prototype return at October's Petit Le Mans IMSA SportsCar Championship finale aboard the JDC-Miller MotorSports Porsche 963 LMDh. It will be his first start aboard a pure-bred sportscar since his Le Mans 24 Hours outing in 2018 driving for the SMP Racing privateer LMP1 squad.

The Briton's team-mates will be JDC regular Mike Rockenfeller, whom he partnered in the Garage 56 Chevrolet Camaro LS1 at Le Mans this year, and Tijmen van der Helm. But Rockenfeller insists he's "not taking the credit" for bringing Button into the team's line-up in its GTP class entry.

"It's been going on for a while: we were both talking to JDC back at the Daytona 24 Hours in January when the drivers for the Hendrick-run Camaro were announced," he explained. "Not a lot was sure back then, because the team didn't know when they were getting their car, but it all kind of grew from there."

Button had been in the frame to drive the Porsche at the Watkins Glen 6 Hours in June before scheduling difficulties intervened. The drive at Road Atlanta

follows comments from a driver now based in the US that a full season in IMSA is an attractive proposition.

"He wants to do more sportscars and this is a great opportunity for him and the team as well," said Rockenfeller. "I have absolutely no doubts that he is going to perform."

Indianapolis 500 winner Josef Newgarden has been drafted into the Porsche Penske Motorsport line-up in the Petit 10-hour race. He will share with Felipe Nasr and Matt Campbell, while Laurens Vanthoor moves over from the World Endurance Championship PPM squad to race with Nick Tandy and Mathieu Jaminet.

GARY WATKINS



Button (left) and
'Rocky' team up again

LECLERC TO LE MANS?

Charles Leclerc wants to team up with his younger brother and Formula 2 racer Arthur for an assault on the Le Mans 24 Hours in the future. "It's definitely something I want to do one day, and with my brother for sure," said the five-time grand prix winner, who visited the enduro on Ferrari's victorious return to the top prototype class in June.

McLAREN FACES COMPLAINT

A group of Dutch health organisations have filed a complaint against the McLaren Formula 1 team regarding its nicotine-promoting Velo sponsorship that will feature prominently on the front wing and sidepods at Zandvoort this weekend. The Dutch government has outlawed the sale of nicotine pouches but a ban on advertising is still a work in progress, so McLaren is confident that it is fully compliant.

PADDON'S ERC TITLE

Despite crashing his BRC Racing Hyundai out of last weekend's Czech Rally Zlin, New Zealander Hayden Paddon became the first non-European to clinch the European Rally Championship. The rally was won by Skoda Fabia RS Rally2 driver Jan Kopecky, his 11th victory on his home event.

ANOTHER PODIUM FOR KING

Briton Harry King took a fourth and a second in the Porsche Carrera Cup Germany races at the Lausitzring last weekend, which were won by Loek Hartog and Bastian Buus. Allied Racing driver King is second in the points behind Larry ten Voorde. King is also currently second to Buus in the Porsche Supercup standings.

STANAWAY TO GROVE

Former GP2 and Le Mans racer Richie Stanaway will replace David Reynolds in Grove Racing's Ford Australian Supercars team next season. Reynolds is set to join Chevrolet squad Team 18, in place of Scott Pye. Nick Percat's departure from Walkinshaw Andretti United has also been confirmed.

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Harvey loses IndyCar seat as Daly steps in

INDYCAR

British IndyCar racer Jack Harvey is determined to remain in the series next year after losing his drive with Rahal Letterman Lanigan Racing with three races of 2023 remaining.

RLLR jettisoned the 30-year-old (right) before the end of his two-year deal to “gauge other racing talent”, starting with Conor Daly in its #30 Honda-powered entry in this weekend’s race at Gateway. Its driver for Portland and Laguna Seca will be announced soon.

Harvey, who sits 22nd in the standings, said: “It’s no secret that my time at RLL didn’t go as planned. It was not through a lack of effort. I leave confident that I put my everything into every moment as a member of the team. This has been challenging for everyone involved.

“Only time will tell what the future holds. I am more motivated than ever to find a new home in IndyCar to showcase what I am capable of doing behind the wheel of a race car. We are not defined by our failures but rather how we respond to them.”

Daly will get to drive for his third team of the season. He lost his full-time Ed Carpenter Racing seat to Ryan Hunter-Reay after Detroit, and subbed twice for Simon Pagenaud – who Linus Lundqvist will again replace this weekend – at Meyer Shank Racing as the Frenchman continues to recover from his huge crash at Mid-Ohio.

Team boss Bobby Rahal said: “I would like to thank Jack for all of his efforts on behalf of RLL for the last year and a half. He committed fully to the team but for whatever reason, we



weren’t able to achieve the results that he or the team deserves and we wish him well in the future.

“We will use the final three races to gauge other racing talent. I’m very

pleased that Conor has agreed to join us in St Louis.”

This weekend’s Gateway event will be reigning Indy Lights champion Lundqvist’s IndyCar oval debut.

CHARLES BRADLEY

Dixon: hybrids will force teams and drivers to change

INDYCAR

Six-time IndyCar champion Scott Dixon believes that the new electrical hybrid system for 2024 will force drivers and strategists to change how they run races.

Dixon drove a Chip Ganassi Racing-run Honda test car at Sebring last week, while Will Power handled a Team Penske-fielded Chevrolet version. The 2.2-litre, twin-

turbocharged V6 engines were paired with the common hybrid components in full regeneration mode for the first time.

“It will change the strategy, especially if you have to regen and you’re being attacked and it’s going to be hard to regen,” said Dixon. “It’s going to add a different dynamic, not only from a strategy [standpoint] but for the person in the seat. You have to be thinking pretty quickly and making the

right decision at the right time, which will make the racing even more spicy, which will be pretty cool.”

The extra power comes from the hybrid via electrical energy generated under braking. Manual and automatic regeneration techniques were tested, and the supercapacitor system provides up to an additional 150bhp.

Honda Performance Development president David Salters explained that exactly how it will be deployed in races is yet to be decided. “It’s still being discussed,” said Salters. “The first thing is to make it work; these systems are complex. The discussion we’re having with IndyCar is, ‘How do we use this?’, because we want to show what the technology can do.

“IndyCar’s USP is extremely good, close racing where lots of people have a chance to win. Can we give our great drivers more tools via the hybrid system to help that, so they really have to think about overtakes? It’s about showcasing the skill of the driver.”

CHARLES BRADLEY



Dixon believes hybrid could spice things up

HONDA

WHO IS ALPHATAURI'S NEW BOSS?

You might not know much about Peter Bayer, but he's been around the top levels of sport for a long time...

ADAM COOPER

PHOTOGRAPHY RED BULL AND  **motorsport**
IMAGES

When Peter Bayer was announced in June as the new CEO of AlphaTauri, his hiring was widely acknowledged in the Formula 1 paddock as a good move by the Red Bull organisation. His name may not have been well known to the public, but within the sport he had earned a lot of respect thanks to his spell with the FIA under Jean Todt.

The 52-year-old Austrian has a busy CV, having worked in a variety of sports before finding his way into motor racing. As such, he brings an intriguing range of experience to the job of overseeing the political and commercial aspects of the Faenza squad.

Born in 1971, Bayer was an F1 fan in his youth, and he grew up watching races on the national ORF channel with his father. "Niki Lauda was such a national hero, he was bigger than anything in Austria," he recalls. "I know we have Mozart and other famous people, but Niki was for me just an incredible person."

After completing a business administration degree, Bayer hoped to get a job in motor racing, but he had no contacts, and no way in. Instead his life took another direction.

"I spent a lot of time back then skiing and snowboarding and climbing," he relates. "And I met some people who said, 'Come and work with us', which is why I joined the International Snowboard Federation. And that was a great experience."

"Snowboarding was very much a mix of sports, culture, lifestyle, music, fashion. We organised snowboarding events, and we then added music festivals. The next step was I created my own electronic music festival in 2005, called Soundcity, which was one of the two biggest in Austria."

His involvement in winter sports led to an opportunity to



Lauda was an inspiration for young Bayer

SCHLEGELMILCH



AlphaTauri is currently last in the constructors' table with just three points from 12 GPs

POTTS

work with the International Olympic Committee on a new project: “The IOC created the Youth Olympic Games to remain relevant to a younger audience. It started in 2010 in Singapore, and then in 2012 in Innsbruck at the first winter games I was acting as CEO.”

A meeting with businessman and London Olympics deputy chairman Sir Keith Mills meant Bayer moved into sailing, including the Ocean Masters series and the America's Cup, in 2013. Then by chance an opportunity arose to work in motorsport.

“Jean Todt is very close to Christophe De Kepper, who is the director general of the IOC,” says Bayer. “He was looking for a new secretary general for the FIA. And he called Christophe who said, ‘Well, I know a guy.’

“I met Jean, and he grilled me for three months. I had to do a lot of meetings, a lot of presentations, because he wanted to be sure that I understood motorsport. Obviously I didn't have any background other than my passion for it. I had to do a presentation for him analysing the strengths and weaknesses of all the championships, their structures, the assets they manage. I guess I got it right, and I convinced Jean and the World Council to pick me.”

When he took up the role in March 2017, Bayer received some interesting advice from his immediate predecessor, Jean-Louis Valentin. “The first day he told me, ‘Peter, your focus is the administration, rallying, the WEC. Don't get yourself into F1, it will just be trouble!’

“It took me three years to get the full confidence of Jean. But after three years he handed over the keys and said, ‘Motorsports, you run it, I'll take care of other stuff.’ Which obviously opened the door for me. I moved very much away from the sort of admin and rubber-stamping job into a more proactive management style.”

His focus was big-picture strategy. On the F1 side he was closely involved in the development of the new financial regulations, as well as helping to define the 2026 power unit package. Bayer became such a key player that in 2021 he added the job title of F1 executive director to his wider FIA role.

With Todt's final term as FIA president coming to an end, Mohammed Ben Sulayem was elected in December 2021 on a platform that included creating a CEO role at the FIA.



Ben Sulayem had his own team and own ideas, and Bayer's face no longer fitted. He left the organisation in May last year.

He subsequently undertook some consultancy work for the IOC and Audi's F1 project before the AlphaTauri opportunity arose, with the initial discussions involving Red Bull owner Dietrich Mateschitz prior to his passing last October.

Talks regained momentum earlier this year as Red Bull looked to reboot AlphaTauri under new management, with a two-man CEO/team principal arrangement. Bayer will be joined by Laurent Mekies in the latter job. The split of responsibilities with his former FIA colleague is clear.

“He's doing race team, technical, sporting, which is his primary focus,” says Bayer. “Mine is commercial and business and strategy. And then jointly, we'll do the financial regulations.”

“For me probably the most important message from the shareholders was that AlphaTauri will not be sold. So we've got stability. And at the same time they said find synergies, work closely with Red Bull Racing, exploit the technical regulations, which we currently don't do – the results speak for themselves!

“But also on the commercial side, on HR development, pathways for technical engineers and managers, there's so many more things we can do together. And that's really the strategic focus that I'm working on.”



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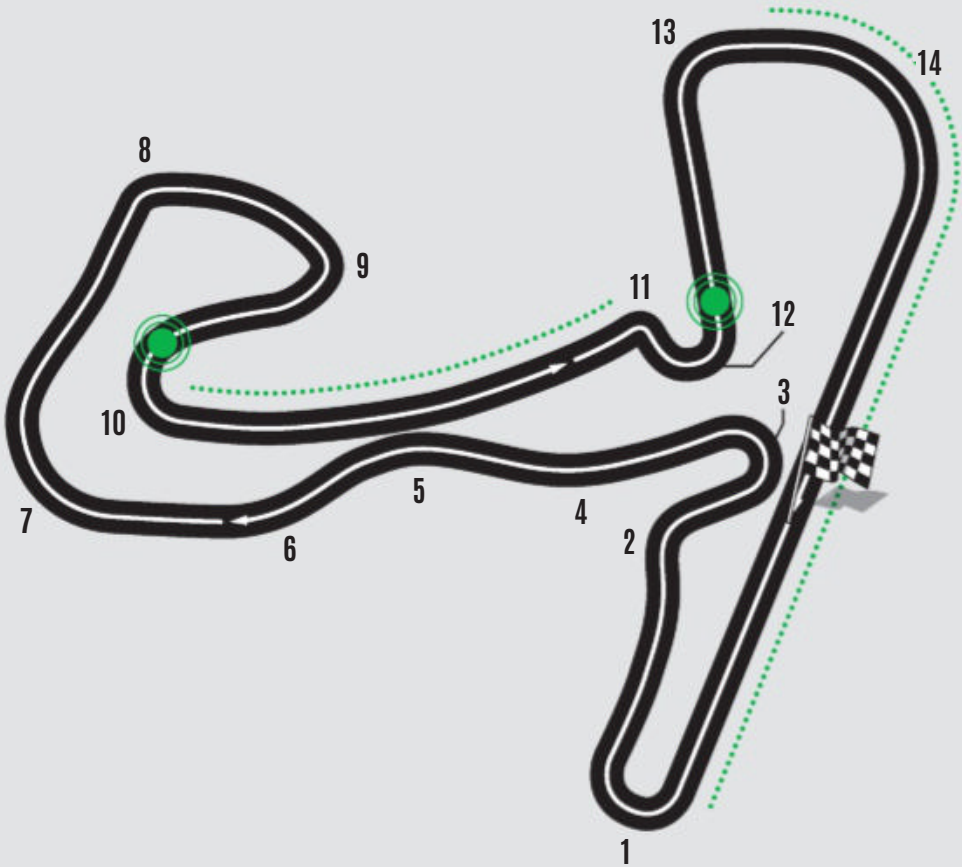
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HEWLAND

F1 DUTCH GRAND PRIX PREVIEW



Zandvoort
Length 2.646 miles
Number of laps 72

DRS detection
DRS zone

UK START TIMES

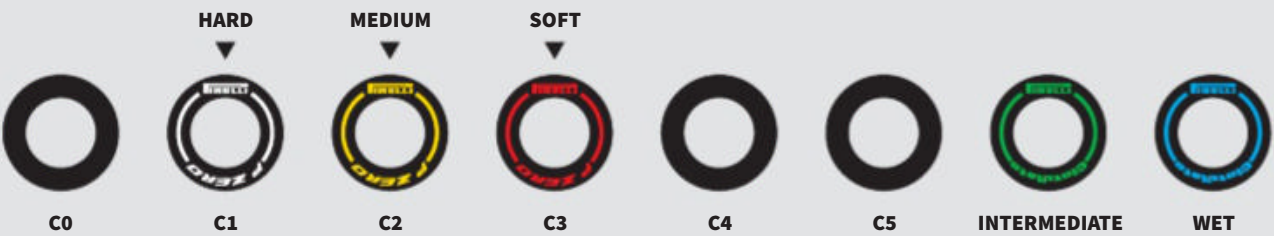
Friday 25 August
FP1 1130 FP2 1500

Saturday 26 August
FP3 1030
QUALIFYING 1400

Sunday 27 August
RACE 1400

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CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	314
2	Perez	189
3	Alonso	149
4	Hamilton	148
5	Leclerc	99

Constructors

1	Red Bull	503
2	Mercedes	247
3	Aston Martin	196
4	Ferrari	191
5	McLaren	103



McLaren has second most points of past four rounds

ZANDVOORT STATS

Previous winners

2022	Max Verstappen	Red Bull
2021	Max Verstappen	Red Bull
1985	Niki Lauda	McLaren
1984	Alain Prost	McLaren
1983	Rene Arnoux	Ferrari
1982	Didier Pironi	Ferrari
1981	Alain Prost	Renault
1980	Nelson Piquet	Brabham
1979	Alan Jones	Williams
1978	Mario Andretti	Lotus

2022 POLE POSITION
Max Verstappen
1m10.342s

POLE LAP RECORD
Max Verstappen
1m08.885s (2021)

RACE LAP RECORD
Lewis Hamilton
1m11.097s (2021)



Pironi scored his final win at Zandvoort in 1982

Laps led

Jim Clark	370
Alberto Ascari	180
Niki Lauda	180
Jackie Stewart	170
Alain Prost	150
James Hunt	130
Jack Brabham	125
Max Verstappen	122
Nelson Piquet	111
Juan Manuel Fangio	100



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The relative successes of F1 2023

Red Bull is dominating, but Max Verstappen and his team aren't the only ones with positives from the 2023 Formula 1 season so far

ALEX KALINAUCKAS

In a Formula 1 season such as 2023, success must be viewed as relative across the grid. Since it successfully negotiated its Monaco peril, Red Bull *should* clean up in this campaign. There's simply no reason to predict anything but a ninth straight Max Verstappen victory on the championship's return from its summer break at Zandvoort this weekend, with 10 races now between Red Bull and a unique perfect season. Its success is absolute.

But how can Aston Martin's winter leap up the order, McLaren's in-season form turnaround or Nico Hulkenberg's return from the F1 wilderness to effectively lead Haas not be viewed as successes of sorts? Even if competitors aren't claiming the biggest prizes, there's much to celebrate in a campaign such as this.

Enter Daniel Ricciardo. The Australian is heading to this weekend's Dutch Grand Prix for the third race of his second Red Bull/AlphaTauri chapter. Ricciardo had thought that, if his Red Bull simulator work combined well enough with his post-British GP Silverstone tyre test showing, then he would possibly be making his second bow with the former Toro Rosso team at Zandvoort. But his Hungaroring and Spa outings in place of Nyck de Vries were altogether different affairs. A simplistic view would be that one was good and one was bad. Yet, F1's pre-summer break run from one side of Europe to the other really highlighted AlphaTauri's challenge for the rest of the 2023.

“There's simply no reason to predict anything but a ninth straight Verstappen victory”

The AT04 performs best on F1's high-downforce tracks. But when the championship decamps to venues that require an aerodynamic efficiency compromise, the AlphaTauri struggles with shedding downforce on corner entry. This robs its drivers of confidence in a pivotal area. Plus, overall, it still lacks downforce and aero load compared to the leading machines.

But Zandvoort returns the white-and-blue package to the high-downforce arena. It's more of a compromise than Monaco, with its main straight run between the banked final corner and Tarzan, but for most of the rest of the 2.65-mile lap it's an unrelenting run of demanding corners. The added downforce AlphaTauri will be packing on with its bigger rear-wing package, alongside the rest, should theoretically reduce the rear sliding that Ricciardo couldn't arrest even when running in clear air at Spa.

So, his car is back on the type of track it prefers, and Ricciardo pledged to spend his summer improving his fitness to level himself with the rivals who started their 2023 campaigns in March.

If Zandvoort represents Ricciardo's best chance of his first real comeback success, such an accomplishment must be viewed through the 2023 relativity requirement. Points would be just fine, as AlphaTauri must grab what it can on its better days.

The same is true in the massed pack just behind Red Bull. Having run Verstappen close enough in Monaco, Aston should be targeting the Dutch race as a very important event in its efforts to recapture its podium-taking early season form.

Things haven't been right since Fernando Alonso finished second in Canada, with the green team open in admitting that it has made a few missteps in its recent car development upgrades. Then, on the eve of the summer break, it emerged that the FIA had been clamping down on flexing front wings, which coincided with Aston's form dipping (although there is no suggestion that it had been doing anything illegal). Aston has further upgrades at Zandvoort, but it can't ignore its lower-speed corner performance – this was excellent during the early rounds but tailed off post-Monaco, just when the flexi-wing clampdown came into effect.

This season has been very far from what Ferrari's positive tone-setting Fiorano launch suggested might follow. But it is at least returning to a circuit where Charles Leclerc should have secured pole last year, but for a small Turn 10 mistake on the final Q3 runs.

Even more encouragingly, in Hungary and Belgium the red team appeared to have finally made major progress on its longstanding in-race tyre management weakness. That was a factor that kept Leclerc from threatening Verstappen on Max's home turf in 2022 after they'd shared the front row. The RB19 remains vulnerable to qualifying behind a rival, as Lewis Hamilton showed for Mercedes in Hungary and Leclerc back in Azerbaijan, which should therefore offer the Ferrari star in particular hope given his sparkling one-lap Dutch form of a year ago.

Overtaking is tricky at Zandvoort and harder in the current machines compared to those of 2022, but all that, of course, must be measured against Red Bull's stunning race pace and its potent DRS threat. But it should also not be forgotten that, but for the late-race virtual and real safety car interruptions, Mercedes looked a genuine threat for the win even with its recalcitrant W13. This was down to the team opting for a bold one-stop strategy on the hard tyres (which are softer in 2023) compared to Verstappen's two-stopper.

Historical form offers hope for the subplots of this campaign this weekend. But even podiums for Aston, Ferrari or Mercedes at Zandvoort would represent relative success. They're all aiming for the dominant home hero, after all. 🍀

SOLBERG ON RALLYING'S ICONIC CARS

Mission: locate World Rally Championship exotica from every era of the series, and ask a legendary World Rally Champion to put each through its paces.

Petter Solberg is up for the challenge

TOM HOWARD

This year the World Rally Championship chalks up its half century, and in that time it has produced a plethora of iconic cars. From the Group 4 Alpine A110 that claimed the inaugural title in 1973 to the fire-breathing Group B monsters, the cult hero Group A classics, the manufacturer-heavy World Rally Car era and today's Rally1 hybrid-powered beasts.

While the technology has advanced rapidly over the past 50 years, the cars continue to have this unique ability to instantly rekindle evocative memories, just as much as the drivers who drove them – whether it's Hannu Mikkola and Michele Mouton taming the wild Audi Quattro, or Colin McRae and Richard Burns sparking rally mania in the UK, guiding the famous blue-and-yellow Subarus to world titles in 1995 and 2001 respectively.

To celebrate 50 years of the WRC, Autosport pitched 2003 world champion Peter Solberg the ultimate stage test of driving a car from each of the WRC's definitive five regulation eras to understand how the cars have progressed. Lined up for this special drive through the 2.5km Goodwood Festival of Speed's Forest Rally gravel stage were an Alpine A110 Berlinette (1971), an MG Metro 6R4 (1986), a Subaru Legacy RS (1992), a Subaru Impreza (1996), a Skoda Octavia WRC (2002), and the current WRC benchmark, the Toyota GR Yaris Rally1.

Still as passionate about rallying since his fresh-faced WRC debut, 48-year-old Solberg is more than qualified to tackle this unique drive through WRC history. Known as 'Hollywood' during his WRC career spanning 1998-2019, Solberg won legions of fans thanks to his flamboyant driving style and heart-on-the-sleeve character. The Norwegian claimed 13 WRC victories and 459 stage wins, but the ultimate success arrived when he and co-driver Phil Mills won an emotional Rally GB decider to pip Citroen's Sebastien Loeb to the 2003 title by a point.

"I had a blast the whole day to be honest with you," says Solberg. "To be driving all the different types of cars is emotional. I think many of us are impressed with the history of the championship. It is a very tough and hard sport in extreme conditions. The cars are built to drive in the Safari Rally to Monte Carlo, it is such a wide spectrum compared to other motorsport." »



WRC
50
YEARS



“Unbelievable! This is hard work!
It is a completely different world”

First up for Solberg to tackle is an example of the car that won the first WRC manufacturers’ title in the championship’s inaugural season, the beautiful **Alpine A110 Berlinette**. But first, a quick history lesson.

Rallying can trace its roots back to the first Monte Carlo Rally in 1911, an event designed for automobile manufacturers to demonstrate the resilience of their machines. This event quickly gathered momentum and, following two world wars, it ultimately proved a catalyst in the formulation of the European Rally Championship in 1953. As demand from countries to host events increased, a move to create a World Championship grew. In 1970 the Commission Sportive Internationale (CSI) of the FIA formed an eight-round International Rally Manufacturer Championship, which was then converted to the FIA World Rally Championship for manufacturers in 1973. And so the WRC was born, although it wouldn’t be until 1979 before the FIA organised an official drivers’ world championship.

The FIA determined that its Group 4 sportscar regulations would be the basis for the WRC, and the ruleset would last until 1982. The honour of being crowned the first world rally champion belonged to Alpine thanks to its rear-wheel-drive A110 1800. Powered by a 1.3-litre Renault engine mounted at the rear, producing approximately 120bhp, it weighed in at only 700kg. In 1973 the cars driven by Jean-Claude Andruet, Jean-Luc Therier, Bernard Darniche and Jean-Pierre Nicolas won six events of the 13-round championship to romp to the title ahead of Fiat. Aside from winning the first world title, the car’s other claim to fame is that it was the machine in which Mouton would begin her WRC career.

Our Alpine A110 example, provided by owner Steve Ward, was driven in period by Nicolas, with future FIA president Jean Todt as co-driver. It took them to victory at Rally Portugal in 1971. Resplendent in the charismatic blue Alpine livery, the car was rebuilt in 2005 by Nigel Hollier to a revised specification that was approved by then Alpine sports director Jacques Cheinisse for the rigours of the 1973 RAC Rally.

Other than its blue colour and having four wheels. it’s a world apart from the Subaru Impreza Solberg guided to glory. But what does it feel like to drive the car that is the genesis of the WRC? “Unbelievable, this is hard work!” says Solberg as he clambers out. “I felt this was quite nice to drive,” Solberg later explains after a brisk but careful run. “The front end was really nice and precise but it was missing some rear grip for my liking, but I really was surprised by the steering and the brakes that were also quite nice. The engine was quite linear, and I understand the drivers at the time were after the same things as us to control traction and not have any upsets.

“I think the front end was the biggest key at that time and also the engine in the back for traction, and it was a very light car. This is actually a perfect car. I think the dampers are the biggest step of variation from the cars of that time to now. But there are a lot of basic things that are very good on this car. I’m thankful to be able to drive it, and when you think people like Michele Mouton started in a car like this you can understand a bit about what was going on in that time. It is a completely different world.”

That 1973 season was Alpine’s highlight because the A110 was quickly overtaken by the all-conquering Lancia Stratos and Fiat 131 Abarth that followed, as the WRC gathered momentum and struck a chord with manufacturers during the 1970s.



ALPINE A110 BERLINETTE	
Era	Group 4
Years Active	1971-78
Famous drivers/ co-drivers	Jean-Pierre Nicolas Jean-Claude Andruet Jean-Luc Therier Michele Mouton Jean Todt
Best result	6 WRC wins 1973 manufacturers’ champion
Car owner	Steve Ward

Impressed by how the Alpine has aged since its WRC debut, next up for Solberg to tame is an altogether different beast, the **MG Metro 6R4**. This pocket rocket is an example of the cars spawned under the infamous Group B regulations that followed Group 4. The WRC ushered in its most bonkers and dangerous era in 1982, which produced arguably its most powerful and sophisticated cars, as marques unlocked the potential of four-wheel drive and the art of aerodynamics. It was a period where speeds escalated along with the popularity of the championship. Crowds flocked to the stages to witness the brute power of 500bhp turbocharged monsters on the world’s toughest roads.

It was a time that became dominated by four-wheel-drive cars after Audi pioneered the concept with its Quattro that debuted in 1981, the





final year of Group 4. The German car maker was joined in the arena by Lancia (037, Delta S4), Opel (Ascona 400, Manta 400), Peugeot (205 T16), Renault (5 Turbo) and Ford (RS200). Each year the cars became faster and it was only a matter of time before disaster struck. Calls to ban the ruleset had started following a series of incidents before the tragic death of Finnish star Henri Toivonen and co-driver Sergio Cresto. The factory Lancia pairing crashed their Delta S4 while competing in Corsica in 1986. That and an accident on Rally Portugal that claimed the lives of several spectators prompted the FIA to take action, banning the regulations at the end of 1986.

One of the last cars to enter the mad world of Group B was the Metro 6R4, which made its debut towards the end of 1985. The initial concept for the rally car can be traced back to 1980 when British firm Leyland Motorsport withdrew its Triumph TR7 from international >>



MG METRO 6R4

Era	Group B
Years Active	1984-86
Famous drivers	Tony Pond Malcolm Wilson Per Eklund Jimmy McRae
Best result	3rd on 1985 RAC Rally
Car owner	Simon Larbey

OTHER WRC MILESTONE MACHINES
GROUP 4



LANCIA STRATOS

There hasn't been a car before or since that has managed to capture the look of the Lancia Stratos. After bursting onto the scene in 1974, the 2.4-litre V6-powered, Bertone-designed masterpiece took over from the Alpine A110. The mid-engined Stratos claimed 17 WRC victories from 1974-81, winning manufacturers' crowns for Lancia from 1974-76 and proving competitive until the end of the era.



FIAT 131 ABARTH

Fiat made its WRC debut with the 124 Abarth but its greatest success arrived with its successor, the 131 Abarth. Also designed by Bertone, this 245bhp, 16-valve machine gave Walter Rohrl his first world title in 1980. Markku Alen was another Fiat star and took the 1978 FIA Cup for Drivers in the boxy machine. The 131 Abarth recorded 18 WRC wins, earning Fiat manufacturers' titles in 1977-78 and 1980.



FORD ESCORT RS1800

Simply known as the Mk2 Escort, this car underlined Ford's status in international rallying. The naturally aspirated 1.8-litre Cosworth-powered Escort was a weapon on the stages. It guided Bjorn Waldegaard to the first official WRC drivers' title in 1979, but perhaps the most iconic of the Escorts was the privately run David Sutton, Rothmans-liveried version that took Ari Vatanen to his 1981 title.

“My feeling in terms of the step in difference from the Alpine is huge”

rallying in favour of creating a new flagship rally car, and sought help from the Williams Formula 1 team to develop it. One of the key areas identified to steal a march on its rivals was a decision to plump for a naturally aspirated Rover V6 for the mid-engined concept, short-wheelbase, pint-sized rally car. It was hoped that this would have an advantage over the turbocharged Group B monsters, since the Metro 6R4 wouldn't suffer from power lag or the heat and engineering problems associated with its turbocharged counterparts.

Unfortunately, the Metro 6R4 didn't make its WRC debut until the 1985 RAC Rally, and by then its Group B rivals had overcome their initial teething issues with turbocharged engines. It was at that rally that the Metro 6R4 scored a commendable third, in the hands of factory Austin Rover pairing Tony Pond and Rob Arthur, while teammates Malcolm Wilson and Nigel Harris retired with an engine problem. Ultimately that podium behind the Lancia Delta S4s of Toivonen and Markku Alen would prove to be the Metro 6R4's best WRC result, as reliability issues plagued its short lifespan.

Fast-forward to 2023, and a grinning Solberg has been handed the keys to a factory Metro 6R4, dressed in the blue-and-white Computervision colours, that Pond drove in Portugal in 1986. The very car, now owned by competitor Stuart Larbey, featured on the front cover of Autosport's 13 March 1986 issue.

Famed for its unique look and sound, the 450bhp Metro 6R4 doesn't disappoint Solberg. "It's nice to drive. That's very good. What an engine!" is his instant reaction.

"My feeling in terms of the step in difference from the Alpine is huge," says Solberg, buzzing after his first taste of the Group B machine. "First of all, the engine in the Alpine was very linear. This has much more power and it is a very good engine. It has a good top end and the gearbox is fantastic. This is the type of gearbox I am used to in rallycross from 1992. It was very easy to suck itself into gear. The chassis was very nimble and nice to drive and I also had the best co-driver [Larbey].

"You can't really compare it with the Alpine. It is just power steering – this is the only thing I must say [it needs]. It would have been so much faster if it had power steering. I must say this is the perfect size for a rally car. If you had the same engine as others in Group B it would be difficult for the opposition."

When asked if those who drove it in period were brave, Solberg replies: "I must say they were the lucky ones to be honest, because this is a very good car. It was very nice and fun to drive."

Solberg's former boss at the Ford WRC team, Malcolm Wilson, was a factory Metro 6R4 driver and agrees with Solberg's assessment, but explains that sadly the car was doomed to trail behind the 500bhp brutes from Audi, Lancia and Peugeot. "In fairness it was a nice car to drive," recalls Wilson. "If all the engines had been the same and there were no turbos it would have been fine. It was a fantastic sounding engine and had good engine braking."

"I think the sad thing was we were very quickly overtaken by the Lancia, the Peugeot and of course the Audi with the turbocharged engines. For Rally GB with the tricky conditions it was fine, but sadly we just fell so far behind in the horsepower stakes so quickly, and that was one of the main issues along with the reliability. Those were the two key things.

"There is no question it was the first real era of aero, and you could really tell the difference in places like Finland with the wings and wing positions. On the aero side I think the Metro was ahead but we fell behind because of forced-induction engines."



As the Metro 6R4 found a new home post-Group B in rallycross, the WRC introduced Group A regulations in 1987. The rules reined in the out-of-control speeds, with these four-wheel-drive turbocharged cars producing around 270bhp. They were much closer to their factory showroom counterparts, which helped endear the championship to its growing fanbase. But three years into the ruleset the cars were breaking Group B stage times thanks to their better traction and handling.

The sudden change in rules did ultimately see the decline of Audi competitiveness with the Quattro before it departed the scene, as had Peugeot. But Lancia and Ford remained, the former emerging as the dominant force. Group A also attracted a trio of Japanese marques in Toyota, Mitsubishi and Subaru that would leave a mark on the series. Subaru would become synonymous with rallying, reaching cult status as the WRC entered the new millennium.

Subaru is the car maker most associated with Solberg so it is only fair for him to be reunited with the marque for the next part of our test. Awaiting the Norwegian is a true rallying talisman, the **Subaru Impreza** that helped make the WRC appointment television viewing

SUBARU IMPREZA

Era	Group A
Years Active	1994-96
Famous drivers	Colin McRae Carlos Sainz Richard Burns
Best result	11 WRC wins 1995-1996 manufacturers' champion 1995 drivers' champion (McRae)
Car owner	Ronald van der Geest

HAWKINS



SUBARU LEGACY RS

Era	Group A
Years Active	1990-93
Famous drivers	Colin McRae Markku Alen Ari Vatanen Possum Bourne
Best result	1st on 1993 Rally New Zealand
Car owner	Steve Rimmer

in the UK thanks to Colin McRae’s swashbuckling edge-of-the-seat performances. The Scot piloted the famous navy blue-and-yellow Impreza to the 1995 world title on his way to becoming Britain’s first world rally champion and a household name. The Impreza that Solberg climbs into is an ex-Piero Liatti car from 1996, when Subaru successfully defended its manufacturers’ title.

“I think they were fantastic cars,” says Solberg when asked about the Group A era. “When myself, Pernilla [Solberg’s wife] and Oliver [his son] watch rally videos it is from that era because the car is moving all the time. You can see they are easy to drive because the drivers are playing with the car all the time. You need to do Scandinavian flicks to get round corners. It was a fantastic era.”

Unfortunately, Solberg is unable to ‘play’ with the car: two corners into the run an electrical fault strikes, prompting a tow back to our makeshift service. But all is not lost, and BGM Sport graciously offers Solberg the chance to pilot an ex-Colin McRae **Subaru Legacy RS** to complete this drive through WRC history.

The Legacy was Subaru’s first foray into Group A, making its debut in 1990 driven by Alen, before Vatanen and McRae were put behind the wheel. It scored its only WRC win in New Zealand in 1993 in the hands of McRae when the Scot claimed the first of 25 career WRC wins. The version prepared for Solberg is McRae’s 1992 car owned by Steve Rimmer.

“That is for sure one of the better cars – it was revvy, it was easy to drive and it had different dampers so it was very comfortable,” says an emotional Solberg. “When you come to these Group A cars, it is all about how easy it is to drive them. When you see them on the stages they were more than fast enough. I have driven a Legacy before and it is so easy to drive and so fun.

“Colin was such a fantastic friend and so has been the whole family. Whenever we do something with Subaru, it is about Colin, Richard Burns and myself, as we won world championships driving for Subaru. We were the three musketeers and with what has happened with Colin [who died in a helicopter accident in 2007] and Richard [who succumbed to a brain tumour in 2005] it means that I have a bit of a responsibility. I always try to take care of them whenever I do something with a Subaru. I’m not alone here, I always take them with me. It doesn’t matter where we go in the world, it is incredible what Subaru has created around rallying.”

The Legacy laid the ground work for the Impreza, but how does it compare to the Subaru that Solberg drove to the 2003 WRC title?

“It is so different,” he says. “The thing is this car is easy to drive but maybe not the most effective car to drive. I want to have a neutral car that is simple to drive with the suspension and everything, and be easy to drive in a different way.” >>

OTHER WRC MILESTONE MACHINES GROUP B



AUDI QUATTRO

The Audi Quattro spearheaded the WRC’s utterly crazy Group B era. Audi pioneered the switch to four-wheel drive with its 2.1-litre turbocharged Quattro. The car initially produced 350bhp, rising to a mindblowing 500bhp with the S1 E2 version at the end of the era. It won the manufacturers’ title in 1982 and 1984, while helping Hannu Mikkola and Stig Blomqvist to championships in 1983 and 1984.



LANCIA 037

Lancia’s answer to Audi came in the form of the two-litre supercharged, mid-engined, rear-wheel-drive 037. While it lacked in the horsepower stakes (280bhp) compared to the Audi, it weighed only 960kg thanks to its lightweight, albeit fragile, polyester resin/glassfibre chassis. It managed to beat Audi to the manufacturers’ crown in 1983, the last two-wheel-drive machine to claim the title.



PEUGEOT 205 T16

Peugeot joined the Group B ranks with the 205 Turbo 16 midway through the 1984 season. Developed under team boss Jean Todt, the 1.8-litre 205 produced 350bhp, which increased to 500bhp with its E2 version. After winning three of the final four rallies in 1984, it defeated Lancia in 1985 and 1986, winning a manufacturers’ double. And then it went on to have a successful career on the Dakar Rally!

“This is rallying. It looks very similar to the road car. Rally cars should never be too far from a road car”

After a quick debrief it's time to prepare for the next chapter in the WRC's history. To entice more manufacturers, the championship adopted World Rally Car regulations in 1997, and this package would ultimately run in one form or another until the move to Rally1 hybrid rules in 2022.

The World Rally Car era was based around front-engined, four-seater mass production cars, at least four metres in length and limited to around 300bhp. It was a formula that worked, leading to as many as eight manufacturer teams competing in 2000, when Mitsubishi, Subaru, Ford, Toyota, Peugeot, SEAT, Hyundai and Skoda all fielded entries. Over the years Citroen entered the fray, the French marque dominating with Sebastien Loeb, who racked up nine consecutive titles, before Sebastien Ogier and Volkswagen took over the mantle, scoring four titles in a row from 2013-16. From 2017 the cars spawned eye-catching aero packages and speeds rapidly increased.

It was during the World Rally Car era when Solberg was at the peak of his powers, culminating in the 2003 title. That year he came up against the car lined up for his next challenge, the **Skoda Octavia WRC**. A quick glance at the record books confirms that the Octavia, which made its debut in 1999, wasn't a pedigree machine of the WRC era, scoring only one podium finish, a third at the 2001 Safari Rally in the hands of Armin Schwarz. The car was superseded by the shorter-wheelbase Fabia during the 2003 season.

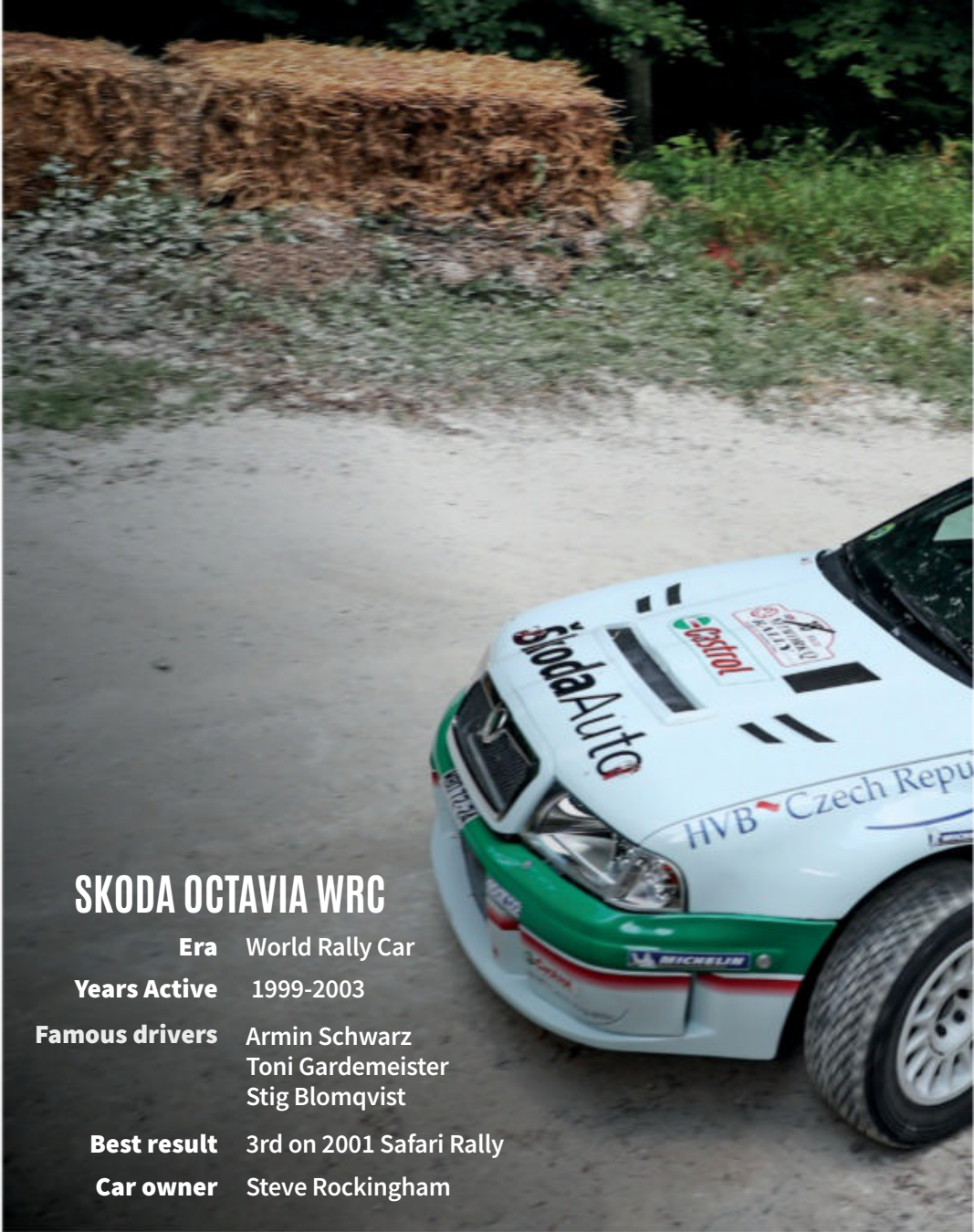
“The engine I must say is very strong, very impressive and the gearbox is good,” says Solberg after putting the ex-Kenneth Eriksson and Toni Gardemeister Octavia through its paces. “I think for that driving style, and I don't know about that set-up, it is a little bit too difficult to drive when it is twisty and narrow, but that can be fixed. It is set up a little bit too difficult with the front; this was more like a front-wheel-drive car and you lose time, but on fast, wide roads this will be OK. The engine and torque was very impressive. But the throttle pedal, if you move two millimetres everything comes straight away. This mapping of this generation is not linear enough. It is too aggressive.

“You can adapt to every car, no problem. The thing is when you are doing a 25 or 30-kilometre stage where you need to take care of tyres, and maybe you don't know the stage so well, you need a forgiving and easy car to drive to get the times. It is good fun to drive but the time wouldn't have been as fast as the Subaru.”

According to Solberg the car – this version owned by Steve Rockingham – could have been more successful had it been developed more: “One hundred and ten percent. I think a bit of work on the differentials and the dampers and stuff like that [would have helped]. It is small details but it can make a big difference.”

Its lack of success on the stages hasn't diminished the car's appeal, and it has developed a cult following among rally fans, which Solberg understands.

“I think it was because it was a car you could go and buy and drive on the road,” he says. “You could see it going so fast on the stages and then you could go to the shop and buy one. This is rallying. It looks very similar [to the road car], so I think this is the connection between motorsport and road cars. Rally cars should never be too far from a road car.” >>



SKODA OCTAVIA WRC

Era	World Rally Car
Years Active	1999-2003
Famous drivers	Armin Schwarz Toni Gardemeister Stig Blomqvist
Best result	3rd on 2001 Safari Rally
Car owner	Steve Rockingham



HAWKINS



Solberg with five generations of World Rally Championship machinery at Goodwood



OTHER WRC MILESTONE MACHINES
GROUP A



LANCIA DELTA

The undisputed king of Group A was the Lancia Delta. Through its several iterations, it won a staggering 46 WRC rallies from 1987-92, making it the most successful car in the championship's history. The Delta claimed six consecutive manufacturers' crowns during that period and four drivers' titles – Miki Biasion triumphed in 1988-89, while Juha Kankkunen succeeded in 1987 and 1991.



TOYOTA CELICA GT-FOUR

Toyota upset Lancia's dominance in the early years of Group A with the introduction of the Celica ST165 towards the end of 1988. Carlos Sainz took drivers' titles in 1990 and 1992, the latter driving the upgraded ST185. The final ST205 version arrived in 1994, but resulted in Toyota being excluded from 1995 and banned for 1996 for running illegal turbo restrictors. The Celica scored 30 WRC wins.



FORD ESCORT RS COSWORTH

The Escort RS Cosworth was a regular winner during the mid-1990s. The car was quick from the outset, scoring a double podium on its 1993 WRC debut, before taking wins in Portugal (Francois Delecour), Corsica (Delecour), Greece (Miki Biasion) and Sanremo (Gianfranco Cunico) to help Ford to the runners-up spot. In its Group A spec, it took eight wins and further success under World Rally Car rules.



YOUR GREATEST RALLY CAR

Selecting the greatest car from the World Rally Championship’s 50 years is a difficult task, so we asked the question to our followers on Autosport’s social media platforms. You voted the Group A Lancia Delta as the greatest car in WRC history. The Delta was an unstoppable force when the FIA introduced Group A regulations in 1987, winning an astonishing six consecutive manufacturers’ titles, helping Lancia become the championship’s most successful marque with 10 world titles. The Delta claimed 19% of the vote, narrowly taking the top spot by 1% from the Audi Quattro, which topped our own WRC debate when we celebrated 70 years of Autosport in 2020.

“The Delta claimed 19% of the vote, narrowly taking the top spot by 1%”

The game-changing, four-wheel-drive Quattro clearly remains a fan favourite. It made its WRC debut in 1981 a year before the Group B regulations. During the 1980s, it took a

total of 24 WRC wins and earned two drivers’ and two manufacturers’ titles. Third in our fan poll was the Lancia Stratos, achieving 10% of the vote. The Stratos is one of the defining cars of the WRC with its low-slung sportscar look. On its debut in 1974, it swept to the manufacturers’ title in its first season. Peugeot’s bonkers 205 T16 claimed fourth in the poll with 8% of the vote. It was the only car to claim back-to-back titles in the Group B period, with 16 WRC wins spread across Ari Vatanen, Timo Salonen, Juha Kankkunen and Bruno Saby. Four-time world champion Kankkunen labels it as his favourite car.

Completing the top five is the Subaru Impreza with its cult status among many rally fans, following drivers’ titles won by Colin McRae (1995), Richard Burns (2001) and Petter Solberg (2003) – and several near-misses. Poll votes were spread across 24 cars in total, with the Peugeot 206, Mitsubishi Lancer, Skoda Octavia, Lancia 037 and Toyota Celica completing the top 10.



TOYOTA GR YARIS RALLY1

Era	Rally1 hybrid
Years Active	2022-present
Famous drivers	Kalle Rovanpera Elfyn Evans Sebastien Ogier
Best result	14 wins 2022 manufacturers’ champion 2022 drivers’ champion (Rovanpera)

The stage is now set for the final part of this ultimate track test; a chance for Solberg to experience the current benchmark in the WRC: the **Toyota GR Yaris Rally1**. The Japanese manufacturer offered up a current version of its hybrid-powered weapon that has already taken wins in Monte Carlo, Mexico, Croatia, Portugal, Kenya, Estonia and Finland this year, and has put Kalle Rovanpera in the box seat to repeat his 2022 title.

The GR Yaris is an example of the cars built to the WRC’s latest Rally1 regulations introduced last year. The car is powered by a 1.6-litre turbocharged engine married to a control 100kW hybrid unit, running on 100% sustainable fuel. When both are engaged it can produce 500bhp in short bursts, making these cars the fastest and safest in WRC history, thanks to a new tougher spaceframe chassis.

To understand the car’s full capabilities Solberg jumps into the passenger seat beside Toyota team principal and his 2012 Ford team-mate Jari-Matti Latvala. It is soon clear what the fuss is about when it comes to Rally1 cars.

“The suspension is fantastic and the traction is incredible,” says Solberg. “The Rally1 is so advanced with high-level technology. The traction and the suspension, it is like sitting on a sofa back home, it is so comfortable.

“The speed you can take through the corners because of the aerodynamics is a new dimension that you don’t have in any of the other cars. I remember at Subaru when we got the rear spoiler with the fins on the back, we were two tenths faster per kilometre when we were testing in Finland, and you look at the aero the drivers have now... You really have to get used to the speed you can take through the corners to know what is happening.

“Jari-Matti drove really well when I sat with him. The Toyota is a very impressive car, it has a good front turn-in, but again when the hybrid cuts in, it is like a rocket. When you don’t have that [hybrid power] it goes down a good step. If you had this hybrid power all the time it would have been proper, and the car would be more impressive in slow corners with that power and you play with the car.”



HAWKINS

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THE UNIQUE DRIVE THROUGH WRC HISTORY IS COMPLETE and it's time for reflections. For Solberg, there is one area that has progressed more than any other across the past 50 years.

"The most impressive part is the progression of the suspension over the years, to be now almost sitting in a sofa in the Toyota, but still we drivers want more suspension travel, so it doesn't matter how comfortable it is," he smiles.

"The Alpine was an incredible car, it was really nice to drive, and of course I can say the Subaru was also really good fun to play with. But the MG Metro... the size of the car, the driveability of the engine, it was nimble and powerful, but it was missing power steering. That was maybe one of the coolest things."

The big question is: has this whetted the appetite for a Petter Solberg rally comeback? "If you put power steering on the Metro, yes," he says. "But the future is about young drivers. Older drivers like myself and many others have to take care of the sport and help promote it and help build up the young drivers for the future. I think the WRC can have a very exciting future." ❧

OTHER WRC MILESTONE MACHINES WORLD RALLY CAR



McKLEIN

PEUGEOT 206

Peugeot made a triumphant return to the WRC's top flight with its 206 in 1999. The French manufacturer's previous success had arrived during the Group B era with the 205 T16. Its successor was even more successful, claiming 24 wins and a manufacturers' title treble from 2000-02, while Marcus Gronholm claimed his two world titles behind the wheel of the car.



McKLEIN

CITROËN C4

Citroën matched its compatriots Peugeot with its own manufacturers' treble from 2003-05 with the impressive Xsara, but it was the C4 successor (2007-10) that remains its most successful car. It won 36 WRC rallies, and Sebastien Loeb finished 46 of 56 events on the podium, recording all bar two of the C4's victories. It took four drivers' titles and three manufacturers' crowns.



SUTTON/MOTORSPORT IMAGES

VOLKSWAGEN POLO

The second generation of the World Rally Car regulations, based around 1.6-litre turbocharged engines, enticed Volkswagen to join the WRC. After two years of development, the Polo hit the ground running, winning 10 rounds and a championship double in its debut 2013 campaign, led by Sebastien Ogier. That was the first of four consecutive title doubles as the Polo claimed 43 rally wins.

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GET SOCIAL  

Can the WRC reduce costs and attract others to join Hyundai, Toyota and Ford/M-Sport?



WHAT NEXT FOR THE WORLD RALLY CHAMPIONSHIP?

Over the last half-century the WRC has continued to evolve, but it faces a significant crossroads to establish its future pathway as rallying embraces new technology.

The WRC underwent an overhaul of its regulations with the introduction of Rally1 rules in 2022, representing a first step towards a more sustainable future, with hybrid power and 100% sustainable fuel.

Hybrid power is expected to remain in play at least until the end of 2026, ahead of another significant regulations shift for 2027 and beyond, the WRC aiming to align with a rapidly moving automotive industry. The method of propulsion is key to the WRC's long-term future, with hybrid (synthetic and e-fuels), battery electric and hydrogen the three options being evaluated.

It is anticipated that, whichever method is selected, it will power an evolution of the current Rally1 car. The FIA's Rally1 rules have produced arguably the fastest and most spectacular WRC cars, capable of producing 500bhp in short bursts when the 1.6-litre turbocharged internal combustion engine combines with a control 100kW hybrid unit.

Safety has also been upgraded courtesy of a newly developed spaceframe chassis versatile enough to accommodate a range

of vehicles, including SUVs.

While Toyota, Hyundai and Ford (via its partnership with M-Sport) committed to the new ruleset, the WRC has failed to achieve one of its core goals: attracting more marques. This is a key aim for the FIA and WRC, which has stated that four manufacturers would be ideal.

The FIA has also admitted that, while Rally1 has provided a competitive environment for teams, the car costs have not met the desired target, with vehicles costing upwards of €600,000. As a result, a form of cost cap is being considered.

“They are unbelievable and we have a lot of positives, we have just got a car that hasn't hit the cost targets”

“We have got a bit of work to do but everyone is starting to see the vision of the future in a much more coherent way,” says FIA road sport director Andrew Wheatley.

“I think what is really encouraging is that they [the WRC teams] are all sat round the table and everyone is pushing towards a common goal. The concept of Rally1 was quite clear, it was built on three principles and it hasn't hit one of those principles, and what we need to do is bring that

back in. If the Rally1 car is sitting there at two times the cost of a Rally2, which was the target, we'd all be delighted.

“We have had five winners in nine rallies, which is unbelievable. There are other promoters that would love to have that variety of manufacturers and drivers at the front. The cars are unbelievable to watch and the spectators are getting a real treat.

“We have a lot of positives, we have just got a car that hasn't hit the cost targets. What we want to try to do, and it was always the intention that this generation of hybrid was the first step on a path, is define exactly which direction the path takes.”

The FIA has canvassed the opinion of manufacturers from across the globe to ascertain what would attract them to the WRC. It has been previously reported that Alpine, Skoda and the Stellantis Group – which owns the Abarth, Alfa Romeo, Chrysler, Citroen, Dodge, DS, Fiat, Jeep, Lancia, Maserati, Opel, Peugeot and Vauxhall brands – have declared their interest in joining the WRC, if regulations are changed to focus more on electrification.

However, at this point EV technology doesn't completely lend itself to the rigours and formats required for top-level rallying. But as battery technology

continues to improve at a rapid pace, it could become a viable solution for the future, as Hayden Paddon is proving with the development of his Hyundai Kona EV concept.

Hydrogen has also emerged as a possible option that has received support from Toyota. The Japanese brand has invested heavily in the technology in motorsport, already producing a hydrogen-powered Yaris rally car prototype, using an internal combustion engine that's only emission is water. Then there is the emergence of synthetic and e-fuels that could also keep the internal combustion engine in play. A mix of all those solutions could be the best bet.

“It is a long process and nobody knows what will be the automotive world in 2030-35,” FIA technical director Xavier Mestelan Pinon told Autosport earlier this year. “We will take our time to make sure we take the best option.”

However, before the WRC can focus too heavily on 2027, its regulations for 2025 and 2026 are yet to be secured, which hinges on signing an extension with a hybrid unit supplier. Current supplier Compact Dynamics has a deal until the end of next year, although a proposal to extend that into 2026 was discussed by teams and the FIA last month.

TOP 10 WRC DRIVERS

TOM HOWARD

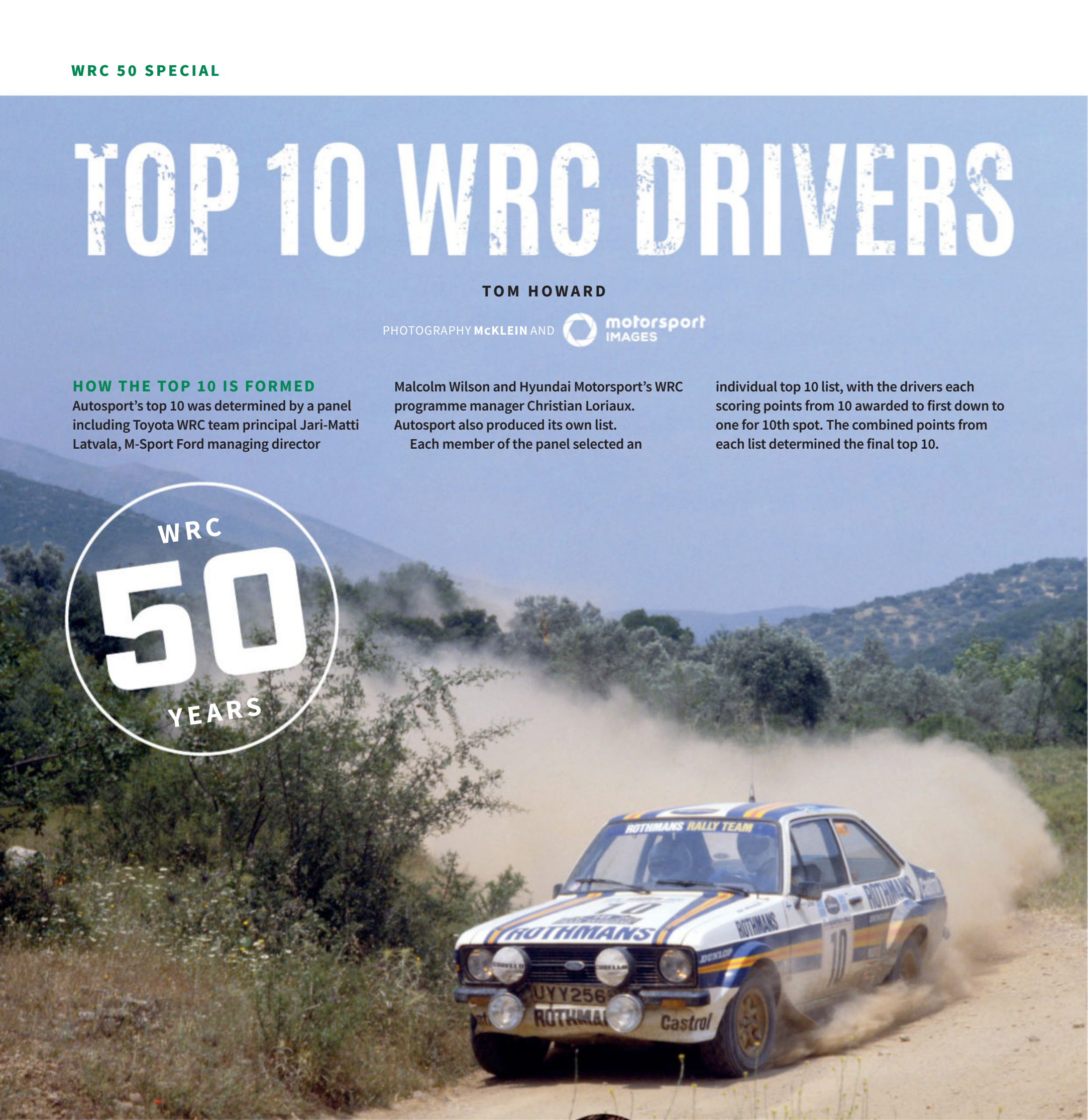
PHOTOGRAPHY **McKLEIN** AND 

HOW THE TOP 10 IS FORMED

Autosport’s top 10 was determined by a panel including Toyota WRC team principal Jari-Matti Latvala, M-Sport Ford managing director

Malcolm Wilson and Hyundai Motorsport’s WRC programme manager Christian Loriaux. Autosport also produced its own list. Each member of the panel selected an

individual top 10 list, with the drivers each scoring points from 10 awarded to first down to one for 10th spot. The combined points from each list determined the final top 10.



10

**ARI
VATANEN**

Finland’s first World Rally champion was perhaps one of the most determined and resilient drivers to grace the stages. Vatanen made his WRC debut in 1974 but it wasn’t until 1980 that he achieved his first victory, at the Acropolis Rally. There was no doubting his natural talent behind the wheel, with his crowning glory arriving in 1981, when he and David Richards won the world title, driving a privately run Ford Escort RS1800. The popular Vatanen was comfortable and fast in all conditions, evidenced by wins in Monte Carlo

Starts	101
Victories	10
Stage wins	637
Titles	1 (1981)



(asphalt), Sweden (snow), Safari (rough gravel) and Finland (fast gravel). He was fortunate that his career wasn’t ended abruptly following a nasty crash driving a factory Group B Peugeot 205 T16 in Argentina in 1985, a season he was tipped to challenge for the title. Vatanen spent more than a year on the sidelines recovering from fractured lumbar vertebrae, a badly broken tibia, fractured ribs, and internal injuries that caused breathing difficulties. He returned to the WRC in 1987 and was still challenging for victories in 1998, enjoying spells

at the Mitsubishi, Subaru and Ford factory teams.



Jari-Matti Latvala says: “He reminds me a lot of myself, we have so much in common. Ari didn’t have an easy career and perhaps the toughest of careers when you think about his big accident in Argentina. He still came back to the WRC and took podiums and fought for victories. He had a strong character to come back, as many drivers could have given up.”



9

HANNU MIKKOLA

Starts	123
Victories	18
Stage wins	670
Titles	1 (1983)



When it comes to versatility, Mikkola is among the finest of examples – he drove for factory teams across four decades.

The Finn started competing in 1963, driving a Volvo PV444, tamed the monstrous Group B Audi Quattro, and piloted Mazda, Subaru and Toyota Group A cars. His final WRC outing arrived in 1993. The high point of his 30-year career came in the late 1970s and early 1980s when he was a regular

contender for world titles.

It seemed that he would be the perennial bridesmaid after finishing third in 1978, 1981 and 1982, and runner-up in 1979 and 1980. But he seized the moment in 1983 to beat Lancia’s Walter Rohrl to the championship at the ripe old age of 41, making him the oldest champion.

Mikkola played a crucial role in the development of Audi’s revolutionary

four-wheel-drive Quattro in the early 1980s, so it was fitting that he was the German car maker’s first World Rally champion.

Jari-Matti Latvala says: “He drove with factory cars in four decades. He experienced the evolution of the cars and to be a factory driver until he was 49 years old. I don’t think anyone did that at the time.”



8

TOMMI MAKINEN

Starts	139
Victories	24
Stage wins	355
Titles	4 (1996-99)



A winner of four consecutive world titles and the first to achieve the feat, Makinen rightfully earns a spot in the top 10.

Makinen burst onto the scene winning Rally Finland (aka 1000 Lakes) in 1994 driving a Ford Escort RS Cosworth, but became an unstoppable force once he joined the factory Mitsubishi squad. The Finn found himself regularly locked in battles with Colin McRae and Carlos Sainz.

The Monte Carlo Rally is often used a barometer of a driver’s ability given its complexity. Makinen was unbeaten on the famous mountain roads from 1999-2002, underlining his talent.

Makinen retired in 2003 after a two-year spell at Subaru but remains sixth on the all-time winners list. He became team principal of the Toyota factory team in 2016, which won the manufacturers’ crown in 2018 under his management.

Jari-Matti Latvala says: “Tommi was very strong in the Mitsubishi years, winning the four titles in a row. When the conditions were difficult and challenging, this was Tommi’s strength – he could attack, like in Portugal 2001 in the wet conditions, when he won. He managed to take the advantage when the conditions were difficult and that is why he won Monte Carlo four times.”

7

COLIN McRAE

Starts	146
Victories	25
Stage wins	474
Titles	1 (1995)



Perhaps unfortunate not to be higher in this list, McRae claimed only a single world title, but he was one of the most naturally gifted to ever tackle the stages.

The Scot's flamboyant flat-out driving style made him a firm fan favourite but this approach did attract criticism, particularly in the early part of his career after a series of crashes. In addition to being blindingly fast, he embodied the never-give-up attitude. Perhaps the best example was when he overcame a puncture and broken suspension to win Rally GB to claim the 1995 world title, or when he used a rock to repair his Subaru in Argentina in 1998, or when he drove with a broken finger in Catalunya, 2002.

He was unlucky not to win a second world title, finishing runner-up three times, the most high-profile near-miss in 2001 when he rolled his Ford Focus in the GB title decider. Despite his raw speed, McRae was

a master of tough rallies, winning the Acropolis a record five times alongside three Safari Rally wins.



Malcolm Wilson, McRae's former boss at Ford from 1999-2002 says: "Beyond driving ability, Colin did more for world rallying than any

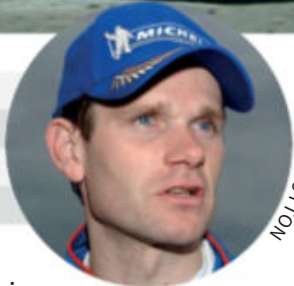
other driver. He captured the imagination of people that didn't follow rallying. He had a never-give-up attitude. Colin was spectacular but what people don't realise is he had the most mechanical sympathy of anybody. He knew exactly how far he could push a car. All of Colin's great victories came on difficult rallies."



6

MARCUS GRONHOLM

Starts	153
Victories	30
Stage wins	540
Titles	2 (2000, 2002)



Like McRae, Gronholm was a risk-taker and this combined with impressive raw speed ultimately took him to the summit of the WRC twice.

Gronholm was a late bloomer, landing a first factory WRC drive aged 31 years old. He made the most of this shot with Peugeot, winning the world title in his first full campaign. His first WRC podium was a victory at Rally Sweden in 2000.

The Finn endeared himself to the fans with his heart-on-the-sleeve character. He said exactly what he was feeling, often producing several

humorous stage-end interviews.

Gronholm came close to adding a third world crown in 2006 and 2007, driving for Ford. It was in those two campaigns where he went toe to toe with Sebastien Loeb, which highlighted his talent.



Christian Loriaux, who worked with Gronholm at Ford, says: "I think Marcus was one of the fastest. Marcus in terms of driving and speed was

probably faster than Loeb and Ogier. He was one of the most honest, reliable and nice guys."

Jari-Matti Latvala adds: "When Loeb came he was the only one who could stop him and he was so close in 2006 and 2007. Marcus was the one always willing to take the risks and wanted the championship. He was a fighter like Ogier. He has lots of legendary stories from end-of-stage interviews. He was very real and open as a character. He said exactly how he felt."

5

WALTER ROHRL

Starts	75
Victories	14
Stage wins	440
Titles	2 (1980, 1982)



Winning the world title wasn't as important to Rohrl as winning in Monte Carlo. This sums up the German, who carefully selected the events he contested – for example, he never competed in Finland because it wasn't one of his favourites.

Despite this approach, he still won two world titles: in 1980, driving for Fiat, and in 1982 with Opel, when he pipped Audi's Michele Mouton to the championship. But Rohrl measured success in Monte Carlo Rally wins, given how tough the event was for drivers. Rohrl won an astonishing four times in Monte Carlo, behind the wheel of different cars: Fiat 131 (1980), Opel Ascona 400 (1982), Lancia 037 (1983) and Audi Quattro (1984).

After making his last WRC appearance in 1987, Rohrl left the championship as one of the fastest and most clinical drivers.

Malcolm Wilson says: "For me, Walter was ahead of his time and was like the first computer – you could programme him and he



would go and win the rally. It doesn't really happen now where he got himself into a position where he could dictate which events he would do. You knew if he did an event you could

almost guarantee he would win. He was the first, in my book, of the clinical drivers. Three consecutive Monte Carlos in three cars is just staggering."

4

JUHA KANKKUNEN

Starts	162
Victories	23
Stage wins	699
Titles	4 (1986-87, 1991, 1993)



Winning world titles across two definitive sets of regulations has earned Kankkunen a lofty spot in the top 10. The Finn made his WRC debut in 1979, while his final appearance arrived courtesy of a one-off run to eighth at Rally Finland in 2010. Incredibly, he competed in Group 4, Group B, Group A and WRC-era machinery, four of the WRC's five main sets of

regulations to date. Regarded as one of the most naturally gifted, Kankkunen was not only versatile but also possessed the ability to be super-fast and calculated, which resulted in titles driving the Peugeot 205 T16, a Group A Lancia Delta Integrale and a Toyota Celica. He was the first driver in the championship's history to successfully defend the title, in 1987,

the feat made even more impressive given the transition from Group B to Group A. **Jari-Matti Latvala says:** "He had a similar approach to Sebastien Loeb and was always thinking about the points and the championship. He didn't make so many mistakes and was consistent, and I think this is one of his big strengths."



3

CARLOS SAINZ

Starts	196
Victories	26
Stage wins	757
Titles	2 (1990, 1992)



The fact that Carlos Sainz is still a competitive force in world motorsport at the age of 61 years old underlines the Spaniard’s abilities.

Sainz raised the bar when it came to professionalism in the WRC, with his meticulous preparation and approach to achieving success. After making his WRC debut driving a Ford Sierra Cosworth in 1987, he claimed a first win in 1990 and took podiums in 17 consecutive seasons, winning at least one rally in 12 of those campaigns, driving for Toyota, Subaru, Ford and Citroen.

In addition to title successes driving a Group A Celica, Sainz should have won more crowns had luck been on his side, finishing runner-up four times (1991, 1994-95, 1998). The most heartbreaking loss came in 1998 – he was 300

metres from the title when his Toyota Corolla’s engine expired on the final stage at Rally GB.

Christian Loriaux says: “Carlos was undoubtedly the most professional of them all. He is still driving and could still win a Dakar. I learned a lot technically from him and I had big respect for his commitment to do the job.”



Malcolm Wilson, who twice signed Sainz to his Ford team, adds: “He had drive, passion and determination. He was very much about attention to detail and made very few mistakes. He wasn’t as natural a talent as Juha [Kankkunen] and Colin [McRae], but he put an incredible amount of effort in to achieve what he achieved.”

2

SEBASTIEN OGIER

Starts	179
Victories	58
Stage wins	688
Titles	8 (2013-18,



four consecutive titles, a streak that extended to six when he took an M-Sport Ford to back-to-back crowns. He then repeated that at Toyota in 2020-21. Only a difficult season at Citroen in 2019 ended his unbroken run of success, which otherwise would have matched Loeb’s nine titles in a row.

Now competing on a part-time basis, Ogier has won three rallies this year, including a record ninth Monte Carlo. He is one of the all-time motorsport greats.

Malcolm Wilson, who managed Ogier at M-Sport in 2017-18, says: “The combination of Seb and co-driver Julien Ingrassia is certainly the most professional pairing I have worked with in my 26 years doing this job. He has that fighting spirit to win. He was able to destroy people on stages and it would leave you wondering how it was possible. It is something totally unique to Seb.”

Ogier’s current boss, Latvala, agrees: “He is a fighter. Loeb drove in a very clever way but Ogier is much more of a fighter. I would say his passion was even greater. One thing that is different between Loeb and Ogier is Ogier has won titles with different car manufacturers, and Loeb won everything with Citroen.”

Eight world titles driving three different cars means there is a strong case to put Ogier top of this list. But a statistical analysis of his career sees the Frenchman narrowly pipped to the top spot.

Ogier harbours a will to win unlike any

other driver and can be simply untouchable when in full flight. Competing directly against Sebastien Loeb at Citroen in 2010-11, he was able to push and beat his more experienced multiple world champion team-mate on occasion.

At Volkswagen he was truly dominant, winning

HONOURABLE MENTIONS

While determining the World Rally Championship's top 10 greatest drivers, a number of names were discussed and narrowly missed out on selection.

Among those was **Michele Mouton**, who finished runner-up in the 1982 championship, and made history by becoming the first woman to win a WRC event outright when driving for Audi in 1981. Mouton scored four WRC wins in her career during the championship's most dangerous Group B era.

"She is the only woman that was able to beat the men fair and square at a time when it was even more a man's sport," says Christian Loriaux. Malcolm Wilson, who competed against Mouton, says: "What she was able to do with a car that was not easy to drive was remarkable."

Members of the panel also voted for Finnish superstar **Henri Toivonen**, whose career was tragically cut short by a fatal accident while leading in Corsica for Lancia in 1986. The Finn won three WRC rallies and seemed destined to win a world title before tragedy struck. "I would say he was the bravest driving a Group B car, nobody could push the car to the limits as Henri did," says Jari-Matti Latvala. "In the Group B era if it had continued he would have won the championship, I'm 100% sure."

Reigning world champion **Kalle Rovanperä** received votes following his recent performances, headlined by a run to become the youngest world champion at 22. The panel agreed that the Finn has the potential to be the WRC's greatest in the future.

Four-time championship runner-up **Mikko Hirvonen** was also listed among the candidates, having pushed Sebastien Loeb to the limit on several occasions, missing out on the 2009 title by a point.

Likewise, panellist **Latvala**, who holds the record for the most WRC starts, was also mentioned by other panel members, with Wilson declaring the Finn as the "fastest driver not to win the title". World champions **Richard Burns** and **Petter Solberg** were also among the considerations, while the versatile **Stig Blomqvist** and **Markku Alen** are another two who deserve honourable mentions.



1 SEBASTIEN LOEB

With an extraordinary 80 World Rally Championship event wins, nine titles and a host of records, Loeb takes the top spot.

The Frenchman's unbeaten run of nine consecutive world crowns from 2004-12 is yet to be matched, but it's his most recent WRC performances at 47 years old that arguably give him the edge in this top 10.

The statistics of Loeb's career are simply mindboggling. Loeb has accrued a podium strike rate of 65% and a win percentage of 43.5%. Ogier has so far competed in five fewer events than Loeb, achieving a 32.4% win rate.

Loeb is the only driver to win all stages of a WRC event, which he achieved in Corsica 2005, and has the most wins in a single season, winning 11 of 15 rounds in 2008. Last year, he achieved his 80th career win – his eighth Monte Carlo victory, driving

Starts	184
Victories	80
Stage wins	935
Titles	9 (2004-12)



for M-Sport – to become the oldest WRC victor.

Jari-Matti Latvala says: "It is very difficult to split them [the two Sebs]. I think in terms of skills both are on the same level, but on statistics this is why Loeb comes out on top. For me, he has 80 wins under his belt and one of the important points is he won Monte Carlo at 47 years old. To become the oldest WRC winner I think this shows his skills. He was very clever when driving. He didn't take unnecessary risks and very rarely made mistakes."

Malcolm Wilson, who worked with Loeb at M-Sport last year, adds: "From a natural driving point of view Seb is probably number one. It just shouldn't happen at his age, where he can jump in a car and win."

TOP 20 WRC MOMENTS

The World Rally Championship has produced countless moments of pure magic to stir emotions over the past 50 years. Here are the WRC's top 20 moments as voted by the championship's panel of experts and fans

TOM HOWARD

PHOTOGRAPHY MCKLEIN AND

motorsport
IMAGES

20

BURNS TRIUMPHS IN BATTLE OF BRITAIN

Four drivers had a mathematical chance of winning the 2001 World Rally Championship at the Rally GB finale, and it was Richard Burns who claimed an emotional maiden title.

The season-closer was perhaps one of the most dramatic in WRC history, with nine points separating Ford's Colin McRae (42), Mitsubishi's Tommi Makinen (41), Subaru's Burns (40) and McRae's team-mate Carlos Sainz (33), an outside bet who needed his rivals to hit trouble.

Without a podium in the first four rounds, Burns found himself in the title hunt after scoring second place finishes in Argentina, Cyprus, Finland and Australia, in addition to his one and only win that year in New Zealand. McRae and Makinen had both endured their fair share of retirements, but each had three wins apiece.

An unusually dry Rally GB, held in the Welsh



forests around host city Cardiff, provided plenty of drama. Makinen was first to fall as the four-time champion cut a corner and ripped his front-left

suspension from his Lancer on Friday's first stage.

A puncture for Sainz effectively condensed the title fight into a Battle of Britain between Scotland's McRae and England's Burns. McRae pushed from the start, opening up a lead over Peugeot's Marcus Gronholm, with Burns fourth after three stages. However, McRae's title hopes were extinguished in spectacular fashion when he cut a corner and hit a hole, sending his Focus into a barrel roll.

Burns almost threw it away after seeing McRae's damaged Focus at the side of the road. However, he and co-driver Robert Reid held their nerve to finish third, to win what would be the duo's only world title.

"I drove even worse than my grandma in the last few kilometres but it feels fantastic to be world champion," said Burns.



19 Unlikely champion Salonen comes from nowhere

The penultimate season of the infamous Group B era produced a somewhat unlikely champion. It had seemed that the 1985 title fight would be between Audi's Walter Rohrl and Peugeot's Ari Vatanen, but it was the latter's team-mate, Timo Salonen, who would shock the establishment to claim the crown.

The bespectacled 34-year-old was far from the super-fit athletes of today, and even insisted that Peugeot fitted an ashtray and power steering to his fire breathing 205 T16. However, the chain-smoking Salonen, who had scored only three WRC wins in 11 seasons, took the season by the scruff of the neck to lead Jean Todt's Peugeot squad.

A drought-ending victory in Portugal put the Finn in the fight before reeling off four consecutive wins in Greece, New Zealand, Argentina and Finland to effectively secure his only world title.

Audi's Stig Blomqvist was his nearest rival, 52 points adrift, with Rohrl third, having only taken

“Salonen insisted that Peugeot fitted an ashtray and power steering”

part in eight of the 12 rounds.

Vatanen lived up to the early billing by ending Rohrl's run of consecutive

Monte Carlo wins (1982-84) at the time-honoured season-opener despite an error from co-driver Terry Harryman that resulted in an eight-minute penalty for checking into the Gap control early. A win at the next round in Sweden followed but his championship challenge unravelled following retirements in Portugal (crash), Kenya (head gasket), Corsica (crash) and Greece (steering).

The 1981 world champion missed the final four rounds following a frightening crash in Argentina that sidelined the Finn for more than 12 months. Vatanen was lucky to be alive after suffering a fractured lumbar vertebrae, a badly broken tibia, a number of fractured ribs and other internal injuries that caused breathing difficulties, which required time in intensive care.

Salonen's victories not only secured the drivers' title but helped Peugeot to its first manufacturers' crown. The marque defended its success in the final year of Group B in 1986, but it was Salonen's team-mate Juha Kankkunen that took his first of four drivers' titles.

18 El Matador breaks through in Finland

It was thought you had to be a Finn or herald from Scandinavia to conquer Rally Finland – until Carlos Sainz changed that in 1990.

The Spaniard had damaged his left foot in a violent roll in Argentina a month prior, but still became the first driver born outside of the nordic countries to win the fast gravel rally, and went on to claim the first of his two world titles.

“When I came to the WRC I wanted to change the way it was by starting to win rallies like Finland – I thought a good rally driver must be able to win everywhere,” says Sainz.

17 Privateer Vatanen becomes champion

Toyota, Talbot, Fiat and Audi – with its new Quattro – all deployed factory teams to do battle in 1981, but they couldn't stop Ari Vatanen and David Sutton's privately run Rothmans Rally Team from taking the title.

Ford had withdrawn from the WRC at the end of 1979, but Sutton's own outfit kept the Blue Oval current with the iconic Escort RS1800.

Vatanen and co-driver David Richards claimed wins in Greece, Brazil and Finland to beat Talbot's Guy Frequelin to the championship, Vatanen's only world title.

16 Loeb's record-breaking 2008

Already a four-time world champion, Sebastien Loeb was unstoppable in 2008.

The Frenchman swept to his fifth consecutive crown, winning 11 of the 15 rounds in his works Citroen C4 WRC. Loeb was only absent from the podium twice that season when he retired in Sweden and finished 10th in Jordan.

The run of victories in Monte Carlo, Mexico, Argentina, Italy, Greece, Finland, Germany, New Zealand, Spain, France and Great Britain set a new benchmark for most wins in a single season by a driver, which is yet to be beaten.

15 The birth of the World Rally Car rules

In a bid to level the playing field in the top class and entice more manufacturers, World Rally Car regulations were adopted in 1997.

The brainchild of Ford head designer John Wheeler, Prodrive's head of technology David Lapworth and FIA engineers Gabriele Cadringer and Jacques Berger, the rules were based around front-engined, four-seater mass production cars, at least four metres in length and limited to around 300bhp.

The rules attracted eight factory teams in 2000, a WRC golden era. The opening round, Monte Carlo, was won by Subaru's Piero Liatti.



14 McRae's Argentina heroics

Colin McRae was loved for his flamboyance but it was his grit and determination to never give up that endeared him to many.

In Argentina in 1998, the Subaru driver hit a rock that left his right-rear wheel pointing inwards, two stages before service. McRae deliberately popped the tyre on the wheel and then he and co-driver Nicky Grist attempted to straighten a bent suspension arm with a rock found by the roadside.

Amazingly, the duo were soon posting fastest stage times and finished fifth, 1m17.6s behind winner Tommi Makinen.

13

Elena's bizarre rally-saving antics

The WRC has produced its fair share of bizarre moments, such as this one in Mexico in 2005.

Citroen's Sebastien Loeb damaged his Xsara's suspension and, on the road section back to service, the right-rear wheel broke. As the rear of the car dragged along the ground, co-driver Daniel Elena sprung into action, hanging out of the passenger window and using his weight to act as a counterbalance.

It caught the attention of the police but, instead of issuing a ticket, the authorities escorted the pair back to service. After the Xsara underwent repairs, Loeb and Elena recovered to finish a remarkable fourth.

12

Audi changes the game with the Quattro

Today's WRC cars can all be traced back to 1981 when Audi gave its turbocharged, four-wheel-drive Quattro its debut.

Regulations had outlawed four-wheel drive, but Audi requested a rule change in 1979 and faced little resistance from rival marques.

Years of development resulted in Audi's game-changing Quattro, which made its debut in Monte Carlo 1981. Hannu Mikkola blew the field away to build a six-minute lead after six stages only to be thwarted by alternator belt failure and a brake issue. Once the flaws were fixed, Mikkola swept to victory in Sweden, the first of 24 wins for the Quattro.



11

FROM CAR PARK EXCURSION TO VICTORY - MEEKE'S MEXICO SAVE

Perhaps the most dramatic and bizarre WRC finish belongs to Kris Meeke, who somehow recovered from an off into a car park to win Rally Mexico in 2017. The moment has clocked up hundreds of thousands of views online.

Citroen's Meeke headed into the final stage with a 37.2s lead, a first win of the season seemingly in the bag. Then he misjudged a fast right, 750 metres from the finish. A compression bounced the C3 off and into an adjacent car park, prompting co-driver Paul Nagle to utter the words: "Jesus Christ, Kris!"

The pair weaved in and out of parked cars and trucks in search of a way back to the stage. Luckily, they found one and amazingly saved their blushes, taking the win by 13.8s from Sebastien Ogier.

"I made a mistake, a big mistake," Meeke said. "I braked and got the car too sideways through this fast right and, as I hit the compression, it popped me out and we went into a field. After that I was in the hands of the gods. I went through some trucks and they started to narrow up. I thought I was heading for a dead end so I handbraked around

"I thought I was heading for a dead end so I handbraked around a truck"

a truck to go back the way I came, saw a gap in the fence and went for it.

"I'm not

particularly delighted with myself but we've won the rally, so I'm happy. I had no idea I'd won when I crossed the line but quickly people started shaking their fists and then I knew. I'm sure [team principal] Yves Matton will shake his fist at me later for a different reason!"



10 LOEB'S PERFECT WEEKEND IN CORSICA

The WRC has witnessed several dominant drives over the years but Sebastien Loeb is the only driver able to claim a perfect weekend. Loeb produced a benchmark in Corsica in 2005 that is yet to be matched. The Citroen driver was untouchable on the twisty asphalt roads, winning all 12 stages of the event to claim victory with a margin of 1m51.7s over Ford's Toni Gardemeister.

This was Loeb's ninth of 10 wins during the campaign on the way to his second world title.

"I really wanted to win this rally, it is the first time I have won it," said Loeb. "I have won a few times in Germany and Monte Carlo, but this is my first time here. To win it by winning all the stages is a great moment for me."



9 Lancia thinks small to create the Stratos

Lancia is the WRC's most successful manufacturer with 10 titles. Its run began with a wedge-shaped wonder: the Stratos.

The Bertone-designed car, powered by a 2.4-litre V6 from a Dino 246GT, weighed in at approximately 950kg – a pocket rocket. The car was the brainchild of Lancia boss Cesare Fiorio, Giampaolo Dallara, Marcello Gandini and former Ferrari man Mike Parkes.

It proved an instant success, claiming the manufacturers' crown in 1974 with Sandro Munari's wins in Sanremo and Canada, and Jean-Claude Andruet's triumph in Corsica.

The Stratos helped Lancia to titles in 1975-76 and was still capable of fighting for wins in 1981. It scored 17 WRC wins during its lifetime, earning itself a place in the WRC's top 10 most successful cars.

8 Mikkola triumphs as the oldest champion

The 1983 season developed into an intense battle between Lancia and Audi. While Lancia claimed the manufacturers' title with its 037, the last two-wheel-drive car to do so, it was Audi's Hannu Mikkola who finally claimed a coveted drivers' title.

Mikkola joined Audi at the start of its Quattro journey. The Finn had already finished third in 1978, when the series was known as the FIA Cup for Drivers, before finishing runner-up in 1979 and 1980 prior to joining the German car maker.

In the 1983 season, four wins and three second-place finishes were enough to beat Lancia's Walter Rohrl to the title. Achieving the feat at 41 years old, Mikkola (who died in 2021 aged 78) remains the WRC's oldest crowned world champion.



7 M-Sport's ultimate (and wet) repair job

Rally mechanics are regarded among the best in world motorsport and this was proved with the ultimate repair job after M-Sport's Ott Tanak crashed into a lake at Rally Mexico in 2015.

The Estonian lost control navigating his Ford Fiesta, resulting in his car plunging into an adjacent lake. Tanak and co-driver Raigo Molder fled the vehicle and swam to safety as they watched their car sink.

Using trained divers, incredibly M-Sport was able to fish the car out of the lake. It was drained, completely refitted and rejoined the rally after a mammoth rebuild. Tanak and Molder reached the rally finish, jumping out of their car wearing snorkels to make light of the experience.



6 Loeb rolls back the years in Monte Carlo

Sebastien Loeb added yet another record to his glittering WRC career in 2022 by becoming the oldest rally winner following an epic duel with Sebastien Ogier.

The championship's most successful drivers went head-to-head at their favourite event in Monte Carlo. Loeb conceded the lead to countryman Ogier, who seemed on course to win before a puncture struck the Toyota driver on the penultimate stage.

Loeb, then 47, held his nerve to claim his 80th career win on his debut for M-Sport. His co-driver Isabelle Galmiche, a 50-year-old school teacher making her WRC debut, was the first woman to stand on the top step of a WRC podium since Fabrizia Pons in 1997.

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5

SAINZ'S HEARTBREAK HANDS MAKINEN TITLE

It's not often you win a world championship while sitting in a hotel room, but this was the case for Tommi Makinen as Carlos Sainz suffered final-stage heartbreak in 1998.

The title fight came down to the wire at the Rally GB finale as Mitsubishi's Makinen held a two-point advantage over Toyota's Sainz, both drivers eyeing a third world title.

The championship swung heavily in Sainz's favour when Makinen retired on stage seven. The Finn was caught out by oil left by a historic car, resulting in his Lancer losing the right-rear wheel after swiping a concrete block in the Millbrook Proving Ground. "It was one of the worst moments for me," said Makinen at the time. "We were in no hurry to clinch the title, there was no hurry at all.

I just need to drive and finish the rally."

Sainz was able to cruise knowing a finish in fourth or higher would secure him the spoils. With the championship seemingly in sight, glory was snatched away from the Spaniard as his Corolla's

"At the time it was a very hard situation but I think I learned many, many things"

engine expired 300 metres from the end of the final stage in Margam Park. Sainz was shell-shocked, while co-driver

Luis Moya took out his frustration by throwing his helmet through the rear windscreen, before kicking the stricken Toyota. The title was Makinen's in the most dramatic of circumstances.

Planning to head home, Makinen was

conducting a final interview in the reception at his hotel when he received a phone call from his brother, with the news of Sainz's retirement: "My brother phoned from the end of the stage and he said, 'Can you believe Carlos' car has caught fire and he is just 300 metres from the end?' I said, 'Don't be joking me'. I couldn't believe it."

Reflecting on the moment years later, Sainz said: "At the time it was a very hard situation but I think I learned many, many things. It was not my mistake but it was something that came. What can you say? It made me stronger.

"It was really unfortunate and I think we should have won maybe two or three more championships with more luck but, at the end of the day, I'm happy with what we achieved."

4

Tanak ends the era of the Sebastiens

For a 15-year period, the WRC was dominated by French drivers Sebastien Loeb and Sebastien Ogier, until Ott Tanak broke the stranglehold in 2019.

Citroen's Loeb rattled off nine consecutive titles from 2004-12, before Ogier won six on the bounce for Volkswagen and M-Sport-Ford, ahead of a move to Citroen for 2019.

Ogier turned Citroen's troublesome C3 into a regular rally winner but he was unable to match Tanak and his Toyota Yaris. Tanak didn't have it all his own way as niggling technical issues emerged early in the campaign. But he and Martin Jarveoja were soon the pair to beat, winning five of the last eight rallies.

The title was sealed with a second-place finish on Spain's asphalt stages, which ultimately proved to be the year's final round after bushfires forced the cancellation of the season finale in Australia. Tanak took the crown by 36 points from Hyundai's Thierry Neuville, with Ogier third in the standings.

Tanak then left Toyota for Hyundai in 2020 before this year moving back to M-Sport, where he started his WRC career.

3

Mouton makes WRC history in Sanremo



Michele Mouton realised her potential to see off the likes of Ari Vatanen, Hannu Mikkola and Henri Toivonen to claim the first of four WRC wins in Sanremo in 1981. In doing so, Audi pairing Mouton and co-driver Fabrizia Pons became the first and only female duo to win an event overall in the championship's history.

"The first victory in the WRC was important but I think, for most people, from what I read, it was the first time a woman was winning," says Mouton. "For me it didn't mean that. For me it was important for my career and my mental game to be able to fight and to be able to cope with the pressure to win. To control all that was a very important moment."

2

Rovanpera smashes McRae's record

Already the youngest WRC podium finisher and rally winner, Kalle Rovanpera swept the opposition aside to claim a record-breaking maiden world title in 2022.

The son of one-time WRC rally victor Harri Rovanpera won five of the first seven rallies to open up a commanding lead. He sealed the title in style with victory at Rally New Zealand.

The 2022 season was only Rovanpera's third full-time top tier WRC campaign after making his debut with Toyota in 2020 – although he started driving cars from just eight years old.

Rovanpera's triumph arrived a day after his 22nd birthday, smashing the previous youngest world champion benchmark set by Colin McRae when he lifted the title in 1995, aged 27.

"I have never been a big fan of records regarding what age I have done something," said Rovanpera, who ended a 20-year drought for a Finnish world rally champion. "But taking the record from Colin McRae is quite special."

Rovanpera leads the 2023 standings thanks to wins in Portugal and Estonia, putting the rising star on a par with Richard Burns and Ari Vatanen, who both scored 10 WRC rally wins.



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1 MCRAE DEFEATS SAINZ IN INTENSE FINALE TO SOAR TO WRC STARDOM

Colin McRae’s gutsy drive to win the RAC Rally and become Britain’s first world rally champion in 1995 remains one of motorsport’s most iconic moments.

More than two million spectators came out to cheer on McRae on the Welsh gravel stages, such as the impact this flamboyant Scot had not only on a nation but rally fans worldwide. He was simply one of the most exciting drivers in world motorsport, taking rallying’s popularity to new heights.

His charge to what would sadly be his only world title was far from straightforward. McRae and

Subaru team-mate Carlos Sainz headed into the season finale level on points after tempers boiled over at the penultimate round in Spain. Sainz led McRae by eight seconds into the final day, which prompted then Subaru boss David Richards to issue team orders to hold position. This wasn’t received well by McRae, who ignored the call and went on to win the rally, before deliberately checking in late to hand Sainz the victory.

It set up a tension-filled grandstand finish in Great Britain. McRae’s hopes were initially dented when he lost two minutes with a puncture on the

second day and drove 16 kilometres with broken front-right suspension. On top of that, he also had a nervous moment when his car’s hydraulics failed on day three.

“Despite the knocks, a determined McRae won 18 of the 28 stages”

Sainz had his own issues, but he couldn’t match McRae’s speed.

Despite the knocks, a determined McRae battled on, winning 18 of the 28 stages to claim a famous win, defeating two-time world champion Sainz by 36s.



AUTOSPORT WILDCARD

M-Sport’s clean sweep

It might not have been voted among the top 20 moments, but M-Sport’s unique treble at Wales Rally GB in 2017 deserves an honourable mention.

Competing against factory teams Toyota, Hyundai and Citroen, M-Sport achieved the ultimate clean sweep. Sebastien Ogier finished the rally in third to seal a fifth world drivers’ title, the squad’s welsh star Elfyn Evans clinched a memorable maiden WRC win, which combined, secured M-Sport the manufacturers’ crown on home soil.

“For me that is a real moment that will never be repeated,” says M-Sport boss Malcolm Wilson. “I think it was within a period of 27 minutes that we clinched everything. It is my most memorable and proudest moment.”



WRC STATS 1973-2023

COMPILED BY TOM HOWARD

PHOTOGRAPHY MCKLEIN



WRC WINNERS



1	Sebastien Loeb	80	42	Philippe Bugalski	2
2	Sebastien Ogier	58		Ingvar Carlsson	2
3	Marcus Gronholm	30		Mikael Ericsson	2
4	Carlos Sainz	26		Mats Jonsson	2
5	Colin McRae	25		Bruno Saby	2
6	Tommi Makinen	24		Kenjiro Shinozuka	2
7	Juha Kankkunen	23		Joginder Singh	2
8	Didier Auriol	20		Achim Warmbold	2
9	Markku Alen	19	50	Andrea Aghini	1
10	Jari-Matti Latvala	18		Pentti Airikkala	1
	Hannu Mikkola	18		Alain Ambrosino	1
	Thierry Neuville	18		Ove Andersson	1
	Ott Tanak	18		Fulvio Bacchelli	1
14	Miki Biasion	17		Bernard Beguin	1
15	Bjorn Waldegaard	16		Walter Boye	1
16	Mikko Hirvonen	15		Roger Clark	1
17	Walter Rohrl	14		Gianfranco Cunico	1
18	Petter Solberg	13		Ian Duncan	1
19	Stig Blomqvist	11		Francois Duval	1
	Timo Salonen	11		Per Eklund	1
21	Richard Burns	10		Antonio Fassina	1
	Kalle Rovanpera	10		Guy Frequelin	1
	Ari Vatanen	10		Sepp Haider	1
24	Bernard Darniche	7		Kyosti Hamalainen	1
	Elfyn Evans	7		Harry Kallstrom	1
	Sandro Munari	7		Anders Kullang	1
	Gilles Panizzi	7		Esapekka Lappi	1
28	Kenneth Eriksson	6		Piero Liatti	1
29	Markko Martin	5		Joaquim Moutinho	1
	Kris Meeke	5		Alain Oreille	1
	Shekhar Mehta	5		Mads Ostberg	1
	Jean-Pierre Nicolas	5		Hayden Paddon	1
	Jean-Luc Therier	5		Raffaele Pinto	1
34	Francois Delecour	4		Jesus Puras	1
	Timo Makinen	4		Jorge Recalde	1
	Michele Mouton	4		Harri Rovanpera	1
37	Jean-Claude Andruet	3		Armin Schwarz	1
	Andreas Mikkelsen	3		Patrick Tauziac	1
	Jean Ragnotti	3		Franz Wittmann	1
	Dani Sordo	3			
	Henri Toivonen	3			

MOST STAGE WINS (TOP 40)

1	Sebastien Loeb	935
2	Markku Alen	834
3	Carlos Sainz	757
4	Juha Kankkunen	699
5	Sebastien Ogier	688
6	Hannu Mikkola	670
7	Ari Vatanen	637
8	Didier Auriol	553
9	Marcus Gronholm	540
10	Jari-Matti Latvala	538
11	Stig Blomqvist	480
12	Colin McRae	474
13	Petter Solberg	459
14	Walter Rohrl	440
15	Miki Biasion	372
16	Tommi Makinen	355
17	Thierry Neuville	349
18	Ott Tanak	345
19	Bjorn Waldegaard	332
20	Richard Burns	275
21	Mikko Hirvonen	261
22	Timo Salonen	258
23	Dani Sordo	224
24	Francois Delecour	214
25	Kenneth Eriksson	212
26	Henri Toivonen	185
27	Michele Mouton	162
28	Kalle Rovanpera	154
29	Sandro Munari	148
30	Pentti Airikkala	147
31	Elfyn Evans	143
32	Andreas Mikkelsen	114
33	Bernard Darniche	107
34	Jean Ragnotti	104
35	Markko Martin	101
36	Armin Schwarz	99
37	Kris Meeke	94
38	Gilles Panizzi	93
39	Mikael Ericsson	78
	Jean-Luc Therier	78

OLDEST AND YOUNGEST

Oldest winning driver
Sebastien Loeb
47 years 10 months 28 days
Monte Carlo Rally 2022

Oldest winning co-driver
John Kennard
57 years 2 months 13 days
Rally Argentina 2016

Youngest winning driver
Kalle Rovanpera
20 years 9 months 17 days
Rally Estonia 2021

Youngest winning co-driver
Michele Espinosi-Petit
24 years 3 months 29 days
Monte Carlo Rally 1973



WRC WINS BY MANUFACTURERS (TOP 10)

1	Citroen	102
2	Ford	93
3	Toyota	83
4	Lancia	73
5	Peugeot	48
6	Subaru	47
7	Volkswagen	44
8	Mitsubishi	34
9	Hyundai	26
10	Audi	24

MOST STARTS

Driver
Jari-Matti Latvala
210

Co-driver
Miikka Anttila
220

MOST WORLD TITLES

Driver
Sebastien Loeb
9
2004-12



Co-driver
Daniel Elena
9
2004-12



Manufacturer
Lancia
10



1974, 1975
1976, 1983,
1987, 1988,
1989, 1990,
1991, 1992

DRIVERS' AND MANUFACTURERS' CHAMPIONS

From 1973-78 the WRC only awarded a championship title for manufacturers



Oldest world champion
Hannu Mikkola
41 years and
183 days

* In 1993 Daniel Grataloup won the co-drivers' title but partnered Francois Delecour, as champion Kankkunen was joined by Juha Piironen and Nicky Grist

Youngest world champion
Kalle Rovanpera
22 years and
one day



YEAR	DRIVER/CO-DRIVER	CAR	MANUFACTURER	CAR
1973			Alpine-Renault	Alpine-Renault A110
1974			Lancia	Lancia Fulvia HF/Stratos HF
1975			Lancia	Lancia Stratos HF
1976			Lancia	Lancia Stratos HF
1977			Fiat	Fiat 131 Abarth
1978			Fiat	Fiat 131 Abarth
1979	Bjorn Waldegaard/Hans Thorszelius	Ford Escort RS1800 Mk2/Merc 450	Ford	Ford Escort RS1800
1980	Walter Rohrl/Christian Geistdorfer	Fiat 131 Abarth	Fiat	Fiat 131 Abarth
1981	Ari Vatanen/David Richards	Ford Escort RS1800 Mk2	Talbot	Talbot Sunbeam Lotus
1982	Walter Rohrl/Christian Geistdorfer	Opel Ascona 400	Audi	Audi Quattro
1983	Hannu Mikkola/Arne Hertz	Audi Quattro A1 & A2	Lancia	Lancia Rally 037
1984	Stig Blomqvist/Bjorn Cederberg	Audi Quattro A2 & Quattro S1	Audi	Audi Quattro A2/Quattro S1
1985	Timo Salonen/Seppo Harjanne	Peugeot 205 Turbo 16 & T16 E2	Peugeot	Peugeot 205 Turbo 16/E2
1986	Juha Kankkunen/Juha Piironen	Peugeot 205 Turbo 16 E2	Peugeot	Peugeot 205 Turbo 16 E2
1987	Juha Kankkunen/Juha Piironen	Lancia Delta HF 4WD	Lancia	Lancia Delta HF 4WD
1988	Miki Biasion/Tiziano Siviero	Lancia Delta Integrale	Lancia	Lancia Delta HF 4WD/Delta HF Integrale
1989	Miki Biasion/Tiziano Siviero	Lancia Delta Integrale & 16V	Lancia	Lancia Delta HF Integrale/16V
1990	Carlos Sainz/Luis Moya	Toyota Celica GT-Four (ST165)	Lancia	Lancia Delta HF Integrale
1991	Juha Kankkunen/Juha Piironen	Lancia Delta Integrale 16V	Lancia	Lancia Delta HF Integrale
1992	Carlos Sainz/Luis Moya	Toyota Celica Turbo 4WD (ST185)	Lancia	Lancia Delta HF Integrale 'Evo'
1993	Juha Kankkunen*	Toyota Celica Turbo 4WD (ST185)	Toyota	Toyota Celica GT-Four ST185
1994	Didier Auriol/Bernard Occelli	Toyota Celica Turbo 4WD (ST185)	Toyota	Toyota Celica GT-Four ST185
1995	Colin McRae/Derek Ringer	Subaru Impreza 555	Subaru	Subaru Impreza 555
1996	Tommi Makinen/Seppo Harjanne	Mitsubishi Lancer Evo III	Subaru	Subaru Impreza 555
1997	Tommi Makinen/Seppo Harjanne	Mitsubishi Lancer Evo IV	Subaru	Subaru Impreza WRC 97
1998	Tommi Makinen/Risto Mannisenmaki	Mitsubishi Lancer Evo IV & Evo V	Mitsubishi	Mitsubishi Lancer Evolution IV/V
1999	Tommi Makinen/Risto Mannisenmaki	Mitsubishi Lancer Evo VI	Toyota	Toyota Corolla WRC
2000	Marcus Gronholm/Timo Rautiainen	Peugeot 206 WRC	Peugeot	Peugeot 206 WRC
2001	Richard Burns/Robert Reid	Subaru Impreza S7 WRC 01	Peugeot	Peugeot 206 WRC
2002	Marcus Gronholm/Timo Rautiainen	Peugeot 206 WRC	Peugeot	Peugeot 206 WRC
2003	Petter Solberg/Phil Mills	Subaru Impreza S9 WRC 03	Citroen	Citroen Xsara WRC
2004	Sebastien Loeb/Daniel Elena	Citroen Xsara WRC	Citroen	Citroen Xsara WRC
2005	Sebastien Loeb/Daniel Elena	Citroen Xsara WRC	Citroen	Citroen Xsara WRC
2006	Sebastien Loeb/Daniel Elena	Citroen Xsara WRC	Ford	Ford Focus RS WRC 06
2007	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	Ford	Ford Focus RS WRC 06/07
2008	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	Citroen	Citroen C4 WRC
2009	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	Citroen	Citroen C4 WRC
2010	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	Citroen	Citroen C4 WRC
2011	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	Citroen	Citroen DS3 WRC
2012	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	Citroen	Citroen DS3 WRC
2013	Sebastien Ogier/Julien Ingrassia	Volkswagen Polo R WRC	Volkswagen	Volkswagen Polo R WRC
2014	Sebastien Ogier/Julien Ingrassia	Volkswagen Polo R WRC	Volkswagen	Volkswagen Polo R WRC
2015	Sebastien Ogier/Julien Ingrassia	Volkswagen Polo R WRC	Volkswagen	Volkswagen Polo R WRC
2016	Sebastien Ogier/Julien Ingrassia	Volkswagen Polo R WRC	Volkswagen	Volkswagen Polo R WRC
2017	Sebastien Ogier/Julien Ingrassia	Ford Fiesta WRC	M-Sport (Ford)	Ford Fiesta WRC
2018	Sebastien Ogier/Julien Ingrassia	Ford Fiesta WRC	Toyota	Toyota Yaris WRC
2019	Ott Tanak/Martin Jarveoja	Toyota Yaris WRC	Hyundai	Hyundai i20 Coupe WRC
2020	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	Hyundai	Hyundai i20 Coupe WRC
2021	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	Toyota	Toyota Yaris WRC
2022	Kalle Rovanpera/Jonne Halttunen	Toyota GR Yaris Rally1	Toyota	Toyota GR Yaris Rally1



BRINGING A SILVERSTONE LEGEND BACK TO LIFE

It was central to one of the great Formula 1 moments. As Silverstone celebrates its 75th birthday, the 1987 British GP-winning Williams has been revived after years of toil

KEVIN TURNER

PHOTOGRAPHY PHIL HAY PHOTOGRAPHY

A feint left and then a dive to the right, down the inside. Nigel Mansell's sublime Stowe pass on Williams team-mate Nelson Piquet at the 1987 British Grand Prix is one of the iconic motorsport moments and the home hero's subsequent victory stands as one of Silverstone's greatest highlights.

The car in question, Williams-Honda FW18B-03, has just been restored, thanks to the efforts of owner and McLaren boss Zak

Brown, Williams Heritage, United Autosports and, in particular, Dickie Stanford. Mansell's former chief mechanic and Williams team manager was involved in a long and, at times, tricky challenge to resurrect the car. In fact, it took seven years.

But, before Stanford tells that story, it's worth revisiting the events of 12 July 1987 and a race that Autosport International fans voted as their sixth-favourite motorsport memory of all time earlier this year.



Editor Turner with Dickie Stanford, the man behind the FW11B's second wind



He's behind you: Mansell hunts down Piquet at a gripping British GP in 1987

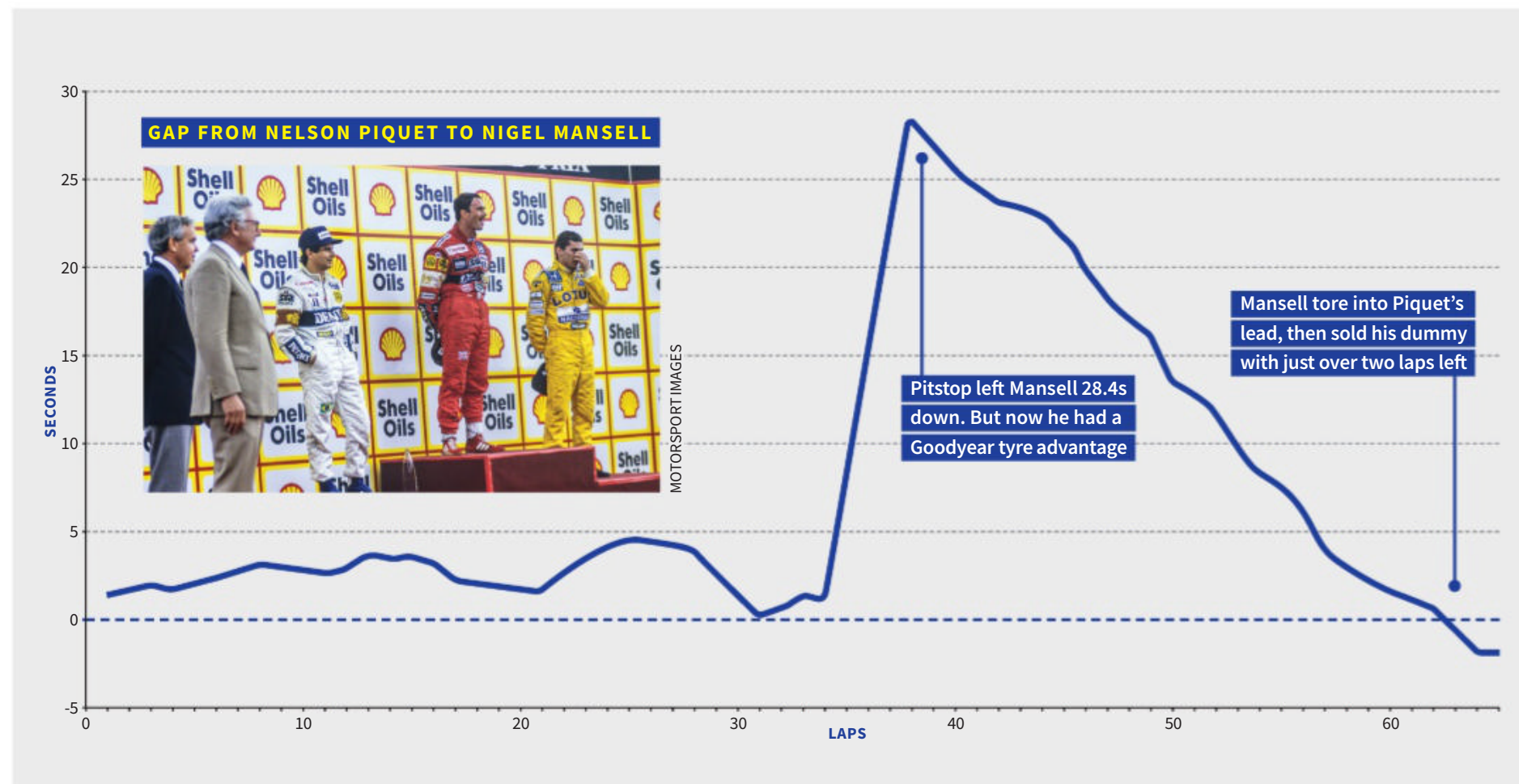
MOTORSPORT IMAGES

“After Nigel passed Nelson he lost it into the chicane. We thought it was all over, but he managed to save it”

Mansell and Piquet, armed with the season's best car, were locked in battle, but only fourth and third respectively in the points ahead of round seven of 16. Mansell had won the French GP the week before but Piquet took pole at Silverstone and led early on, once McLaren's fast starter Alain Prost had been dealt with.

Mansell chased Piquet but became increasingly uncomfortable with a vibration, probably the result of a wheel balance weight coming off, and pitted on lap 35 of 65.

“When he came out of the pits we didn't think he had much chance to catch Nelson,” says Stanford. Having completed his out-lap 28.4 seconds behind Piquet, Mansell famously smashed the lap record repeatedly on his fresh rubber, before pulling off *that* overtaking move with just over two laps to go. “All we could see was he was getting faster and faster,” adds Stanford. “After he overtook Nelson he lost it into the chicane. We thought it was all over, but he managed to save it.” >>



Mansell's fastest lap was 0.8s quicker than Piquet's best and 1.8s better than third-placed Ayrton Senna's effort for Lotus. 'Our Nige' then ran out of fuel after crossing the line and the crowd erupted. It was Mansell's third GP win on UK soil in two years.

"Winning Silverstone was the main highlight, the home GP," recalls Stanford of his illustrious Williams career that began in 1985. And, while the Mansell-Piquet feud sometimes appeared toxic from the outside, the 67-year-old maintains the atmosphere within the team was better than you might expect.

"Nelson and Nigel from a mechanic's point of view were fine," he explains. "It was always in the press they were at each other, or Nelson was doing something to wind Nigel up, it was all part of the game. It never came into the garage. Frank Williams and Patrick Head drummed into us that we're the team: 'What they do is not your concern'."

Nevertheless, there was still some friendly intra-team rivalry. "Mechanics want their car to win," adds Stanford. "We used to try and stop Nelson's girlfriend of the time walking around our car on the grid and touching Nigel's tyres, a sort of superstition – we used to crowd her out to stop her doing it!"

Mansell, with FW11B-03 as his main race car, went on to win more battles in 1987 – six to Piquet's three – but misfortune and a qualifying crash at Suzuka that prematurely ended his season meant the title war went to the Brazilian (see panel, right).

Then a fan, Brown has special memories of Mansell's campaign. His impressive collection of racing machinery only includes cars with winning pedigree and this FW11B ticks many of his boxes.

"It was special to me because it was Nigel Mansell, Williams and won one of the most famous races"

"Nigel was one of my favourite drivers, and in that particular chassis he won multiple races, the most famous being one of the most famous races in the world," says Brown. "So it was special to me because it was Nigel Mansell, it was Williams, it was a race winner, and it won one of the most famous races of all time."

To add the car to his collection was challenging but that wasn't the only hurdle to getting it running, which is Brown's aim for all his winners. "The hardest part of finding the FW11B was getting it out of the Williams collection, which was where it came from," he says of chassis 3, which had spent time as a show car. "And the hardest part of resurrecting it was to get a Honda engine..."

"When Honda left [ahead of the 1988 season], they gave Williams one running engine for each year," explains Stanford, who started the restoration when he was still at Williams before joining United Autosports in 2020. Of those 1.5-litre V6 Hondas, the 1985 car had no electronics, the 1986 machine had electronics that at that time didn't work and Piquet's 1987 title-winner was a runner. The last named was therefore crucial to the revival of its rival sister car.

"Zak found himself a block, the heads, the water pump system and quite a few bits, but Honda didn't want to know about





Reverse engineering courtesy of Cosworth and Lanzante brought the Honda V6 back to life

restoring the engine, so we took the engine out of the Williams-owned FW11B,” explains Stanford. “Then Cosworth stripped the engine and copied all the internals.”

Reverse-engineering the Piquet unit allowed the required parts to be made. With the help of Lanzante, modern electronics were also added and made to look like the original stuff, while the gearbox and suspension went back to Williams. “If you took the bodywork off, even the ECU looks right,” reckons Stanford. “The steering wheel is correct, it’s just missing the drinks button.”

Stanford says work on the chassis itself was relatively easy thanks to the simplicity of the design produced by Head, Sergio Rinland and Frank Dernie: “Williams has quite a few drawings for this, a really good archive, and it’s not a difficult car to work on. It’s really straightforward engineering. You only need about half a dozen spanners and you can work from one end to the other, though I do have a few scars and burns on arms and legs from removing the turbos when they were hot. Someone would be pouring cold water down your arms to stop the turbo burns.”

It probably helped that Stanford knows some of the tricks from the 1980s and even has his original screwdriver, with the end ground off and “a plate over the top to hook the body fasteners out”, a Williams tweak that dates back to the FW07.

“It worked and it was reliable,” continues Stanford of the car and its RA167E Honda engine, which produced 1200bhp in qualifying and 800-900bhp in the races. “In 1985 and 1986 the engines were thirsty but in 1987 Honda was on top of fuel consumption.”

So, what next? Even now, the project hasn’t quite been completed. Brown won’t drive his cars in the wet so never buys wet-weather tyres, which proved tricky when it rained at the Pembrey shakedown after only one lap. “Rob Garofall did one lap and the skies opened, so we packed it up,” says Stanford. “We need to go to a circuit to finish the mapping.”

But having got this far, the car *will* make it out again. “I will drive it every once in a while, and on very special occasions – Goodwood, the British Grand Prix, celebrations of Nigel Mansell or Williams – I’d be happy to put it on display,” says Brown. “Maybe Nigel could drive it again...”

MANSELL’S 1987 SEASON

Nigel Mansell scored more wins (six), more poles (eight) and led more laps (416 – 41% of the total) in the 1987 Formula 1 campaign, but was already playing catch-up when he crashed out of the season in qualifying for the Japanese Grand Prix.

Piquet, who survived a terrible accident early in the year at Imola, scored 11 podiums to Mansell’s seven, but what really hampered Red 5’s challenge was the loss of three big scores at Monaco, Hockenheim and Hungaroring. A fractured weld on an exhaust pipe led to a loss of turbo boost pressure when Mansell was 10s clear around Monte Carlo and engine trouble forced him out in Germany while he was chasing leader Alain Prost. Then in Hungary Mansell was just six laps from home – and 16.9s ahead – when his Williams-Honda lost a wheelnut... “Our fault,” said Patrick Head in *Autocourse*. “Tolerancing on the wheels had become too slack and, because the nut wasn’t bedded firmly onto the wheel itself, the wheel fidgeted and progressively freed off the nut, which eventually just unwound and flew off.”

Two of those three races fell to Piquet. Throw in missing the last two races and Mansell finished second to Piquet, 61 points to 73. He’d wait another five years for the Williams FW14B to finally lift the crown.

RESULTS AT A GLANCE

RACE	QUAL	RESULT
Brazilian GP	1st	6th
San Marino GP	2nd	1st
Belgian GP	1st	R
Monaco GP	1st	R
Detroit GP	1st	5th
French GP	1st	1st
British GP	2nd	1st
German GP	1st	R
Hungarian GP	1st	14th/R
Austrian GP	2nd	1st
Italian GP	2nd	3rd
Portuguese GP	2nd	R
Spanish GP	2nd	1st
Mexican GP	1st	1st



1969

SILVERSTONE
75
YEARS

1976



1988



SUTTON

1981

1985



1992



1994



SUTTON

1986



2008

OTHER GREAT SILVERSTONE MOMENTS

If the 1987 British Grand Prix stands out, there are plenty of other highlights from the Northamptonshire venue's first 75 years. Here are nine of them...

KEVIN TURNER

PHOTOGRAPHY  **motorsport**
IMAGES

1969 BRITISH GP

Another duel of two greats

Jackie Stewart and Jochen Rindt were the top drivers of 1969. For pace, there wasn't a lot to choose between Stewart's Tyrrell-run Matra MS80 and Rindt's Lotus 49B, but the Austrian hadn't finished a championship race before Silverstone. Rindt led runaway points leader Stewart from pole to begin a mesmerising duel that only ended when one of the Lotus's rear-wing endplates came loose and Rindt had to pit. He charged back, only to run out of fuel and fall to fourth, leaving a clutchless Stewart to win by a lap.

1976 6 HOURS

BMW 'tortoise' pips Porsche's 'hare'

"It established sportscar racing at Silverstone," says commentator Ian Titchmarsh of the inaugural 6 Hours event, despite a sparse field of 17 starters. Endurance racing wasn't in the best of health, yet this race went down to the wire. The BMW 3.5 CSL of John Fitzpatrick/Tom Walkinshaw qualified 6.5 seconds off the quickest turbocharged Porsche but moved to the front as others hit trouble. One of those – the Porsche 935 of Bob Wollek/Hans Heyer – charged after a broken turbo shaft was replaced, but 'Fitz' held on by 1.18s.

1981 BRITISH GP

Watson win hints at new era

Before Mansell mania, Silverstone fans cheered for another remarkable home win, scored by John Watson. There hadn't been a British winner in the race since 1977 and McLaren's F1 drought, during which time Ron Dennis had taken control, was almost as long. But John Barnard's carbon fibre MP4/1 pointed to the future. Watson qualified fifth, fell to ninth after avoiding Gilles Villeneuve's spinning Ferrari but soon climbed back to third. When the rapid Renaults struck trouble, Watson hit the front to rapturous applause.

1985 BRITISH GP

Rosberg's ridiculous record

Silverstone used to be the fastest circuit on the F1 calendar. In 1985, before increasing restrictions curtailed the turbos, it was the scene of a milestone. Williams-Honda was becoming a formidable combination, at least in qualifying with boost levels off the chart, and Rosberg took pole for the British GP with a lap of 1m05.591s. Not only was that nearly 0.7s clear of the rest, it was the first F1 qualifying lap to breach the 160mph average speed mark. And he did it with a slow puncture! Rosberg didn't last long in a race won by Alain Prost's McLaren, but his 160.9mph record would stand for 17 years.

1986 1000KM

Breakthrough for TWR Jaguar

Memories of Jaguar's Group C successes with Tom Walkinshaw Racing often revolve around the Le Mans 24 Hours. But the Big Cats had an even better strike rate at Silverstone, winning the world sportscar championship round there five times from five starts between 1986 and 1991. And the victory by

Derek Warwick and Eddie Cheever in 1986 was the breakthrough, the first of Jaguar's 19 WSC wins. The lead XJR-6 fought with the Lancia LC2 of Alessandro Nannini/Andrea de Cesaris until flagging fuel pressure slowed the Italian machine. It was Jaguar's first big sportscar win since 1957.

1988 BRITISH GP

Two stars stand out in the rain

Ayrton Senna and Nigel Mansell. One in the midst of a titanic battle with a great team-mate that would result in his first world title, another toiling with unreliable equipment following two failed championship assaults. Polesitter Gerhard Berger's Ferrari led the early stages before Senna's McLaren MP4/4 swept by on the way to one of the Brazilian's great wet-weather wins. Mansell only started 11th in a Williams-Judd that had had its active suspension system replaced with a passive one. But the rain allowed him to scythe through the field, setting fastest lap on his way to runner-up spot.

1992 BRITISH GP

Mansell's Silverstone super pole

Nigel Mansell's domination at Silverstone was never more complete than in 1992. Armed with the Williams FW14B, Mansell led every lap, won by nearly 40s and set fastest lap by 1.8s. But the special moment came in qualifying. Top spot was never in doubt even before Mansell scorched round in 1m18.965s, 1.9s faster than team-mate Riccardo Patrese and 2.7s faster than third-placed Ayrton Senna. Mansell spent around 65% of the lap at full throttle and, in terms of percentage of the lap rather than pure time, his 2.4% advantage is a world championship F1 record that probably won't be beaten.

1994 BRITISH GP

Damon corrects a family wrong

Graham Hill often starred at Silverstone, not least during his charge through the F1 field in 1960, but he never won his home GP. Son Damon put that right in 1994, during a campaign in which he helped lift the Williams team following the death of Ayrton Senna at Imola. Hill had been in the shadow of Michael Schumacher early in the season but beat the Benetton driver to pole by 0.003s at round eight. The duo battled before Schumacher *finally* came in to serve a stop-go penalty for overtaking the Williams on the formation lap, leaving Hill to take an emotional victory.

2008 BRITISH GP

Hamilton's wet-weather masterclass

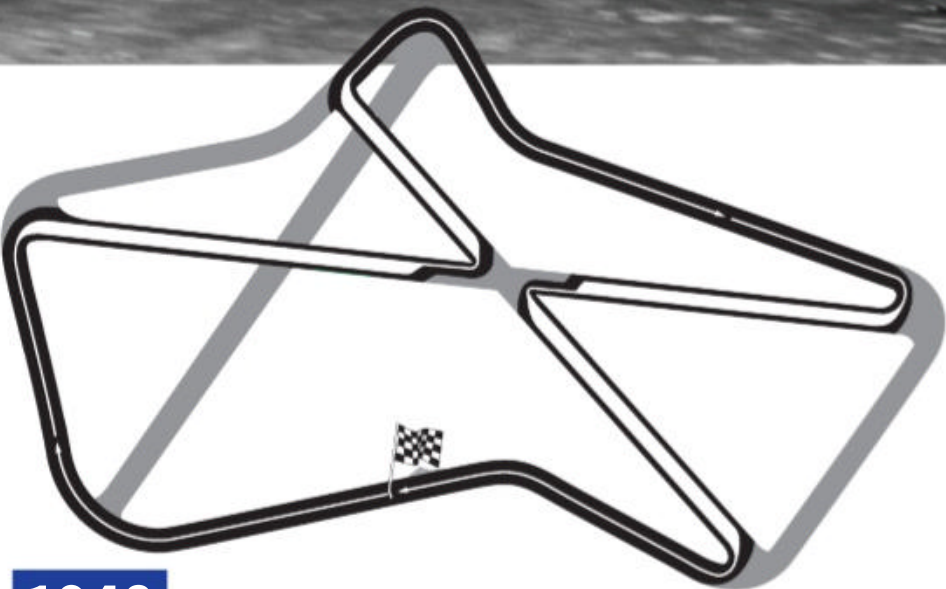
Most of the F1 greats have a special race in the rain on their CV and Lewis Hamilton managed perhaps the finest of his wet-weather wins early on. After starting fourth, Hamilton quickly moved through to take the lead from McLaren team-mate Heikki Kovalainen on lap five of 60. Only Ferrari's Kimi Raikkonen could offer any sort of resistance but he fell away when Hamilton's new intermediate tyres proved better than the Finn's ageing ones when the rain intensified. Hamilton stayed out on inters when others changed to wets and reaped the rewards as the track dried. His winning margin was 1m08.577s.

HOW SILVERSTONE HAS CHANGED OVER TIME

The circuit layout has evolved throughout its three quarters of a century – we chart the redesigns, revisions and tweaks, and list the big lap records

MARCUS SIMMONS

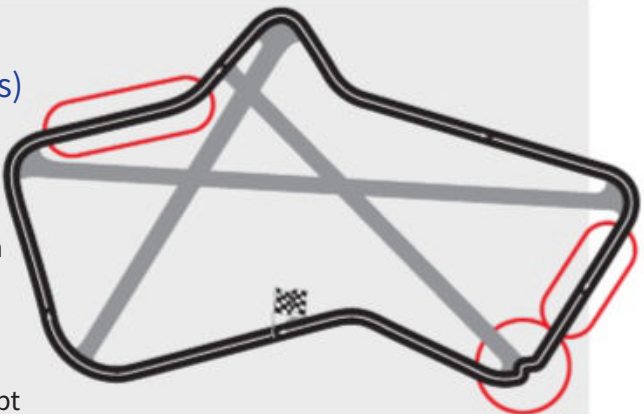
PHOTOGRAPHY  **motorsport**
IMAGES



1948 (3.67 miles)

Following the end of the Second World War, motor racing began to make a tentative recovery in Britain, largely using circuits based on disused airfields. The Royal Automobile Club pinpointed RAF Silverstone as the preferred location for its first post-war RAC International Grand Prix. The race took place on a mix of the perimeter road and interior runways. From the start/finish line on Farm Straight, the cars headed into Woodcote Corner and down to Copse Corner, where they took a relatively hard right onto the runway down to the middle of the airfield. Segrave Corner was a hard left, and they rejoined the perimeter road via a right turn before Becketts. They charged through Chapel Curve down to Stowe Corner, which was a heavy right leading them back up to the middle at Seaman Corner, separated from the oncoming cars heading into Segrave by straw bales. Seaman was a hard left, taking the field back down to the hard right of Club Corner, then back onto the perimeter road, and up through Abbey to the end of the lap. No wonder the lap was long, and slow... Luigi Villorelli beat Alberto Ascari in a battle of the works Maseratis, and ended the weekend with the lap record.

DRIVER	CAR	RECORD	AV SPEED	DATE
Luigi Villorelli	Maserati 4CLT/48	2m52.0s	77.73mph	2 Oct 1948



1949 (3 miles)

The 1949 race, which took place much earlier in the year, was given the title of British Grand Prix. There was a significant change to the circuit layout, with the old 'figure 8' concept abandoned in favour of using the entirety of the perimeter road. This would become the classic Silverstone layout that would be largely unchanged, save for minor revisions, for four decades. There was a tweak, though: a very tight chicane was installed at Club. Prince Bira set the fastest lap – and the new lap record – in his Maserati, but began suffering from fading brakes and eventually collided with the straw bales and a barrel at the chicane, damaging his suspension. While royalty was frustrated, nobility triumphed in the form of Baron Emmanuel de Graffenried, also at the wheel of a Maserati.

DRIVER	CAR	RECORD	AV SPEED	DATE
Prince B Bira	Maserati 4CLT/48	2m10.4s	82.82mph	14 May 1949



1949-1975

(2.97 miles, 2.889 from 1950, 2.927 from 1952)

Three months later, GP cars returned to Silverstone for the first running of the BRDC's *Daily Express* International Trophy. The tight chicane at Club had been removed, and lap times tumbled and speeds soared. While Prince Bira (Maserati) and Giuseppe Farina (Ferrari) won the two heats, it was the Ferrari of Alberto Ascari on top in the final – and the Italian set the new lap record. Apart from the resiting of the start/finish line and pits to the straight between Woodcote and Copse for 1952, the circuit layout would remain unchanged until the eve of the 1975 British GP.



FIRST 100MPH RECORD FARINA 1951 OR 1953?!

Frustratingly for historians, the Silverstone lap length was measured as 2.97 miles for the 1949 International Trophy, then 2.889 miles in 1950-51, and 2.927 miles from 1952-75 – even though there was no change to the layout. Giuseppe Farina's lap of 1m44.0s in the 1951 British Grand Prix was therefore officially credited as 99.99mph, but with the remeasured lap distance the following year that equates to 101.32mph. The reigning world champion had been forced to retire his Alfa Romeo, which already had a slipping clutch, when the engine caught fire. Victory was famously taken by Jose Froilan Gonzalez – Ferrari's first success in a world championship GP. Fortunately, Farina got the accolade of the first official 100mph lap anyway. With F1 in the doldrums and replaced by the slower Formula 2 for world championship purposes (and therefore the British GP) for 1952-53, Farina used the Ferrari-based Thin Wall Special to record a time of 1m45.2s (100.16mph) on his way to winning the Formula Libre support race to the 1953 British GP.

FIRST 110MPH RECORD IRELAND 1960

A strong field had been assembled for the International Trophy in 1960, the final year of the 2.5-litre F1 regulations that had been in place since 1954. Wet weather meant times were slow in practice, and eventual winner Innes Ireland qualified his Lotus-Climax 18 down in 11th, albeit on the third row of the 4-3-4 grid! Poleman Stirling Moss led the way in Rob Walker's Cooper, but Ireland hunted him down and the duo engaged in a thrilling battle until Moss pulled off onto the grass on the outside of Copse Corner with broken right-front suspension, waving Ireland on his way as he did so. A new milestone lap had been set by the Lotus man – and it would remain unbeaten for four years, thanks largely to F1's move to 1.5-litre engines for 1961.



FIRST 120MPH RECORD AMON 1968

A new three-litre engine formula had been introduced to F1 for 1966, and when Ford's new Cosworth DFV powerplant was introduced in the summer of 1967 the lap records began to take a battering. In the meantime, the Silverstone standard had been twice lowered by F1 drivers in sportscar fixtures at the wheel of McLaren and Lola machinery. Silverstone's first 120mph record, however, was recorded by the V12 Ferrari of Chris Amon during the course of his battling drive in the 1968 International Trophy. While reigning world



champion Denny Hulme had moved to McLaren and took victory, his team boss Bruce McLaren's sister DFV-engined machine fended off the charging Amon for second in an all-Kiwi 1-2-3 – until the legendarily unlucky Amon's goggles strap broke and, while shielding his face, he had to slow while he pulled his standby pair into place.



FIRST 130MPH RECORD STEWART 1971

Aerodynamic developments via wings caused the next major increase in F1 speeds. At the 1971 International Trophy, Jackie Stewart produced one of many consummate displays that season during the first heat of a two-part aggregate race, carrying the Silverstone standard over 130mph for the first time as he waltzed to victory at the wheel of his Tyrrell. He was scuppered at the start of the second heat when his throttle stuck open at Copse Corner. The Scot's Tyrrell hit the barriers, and Graham Hill took an unexpected – and popular – aggregate victory in his Brabham.

DRIVER	CAR	RECORD	AV SPEED	DATE
Alberto Ascari	Ferrari 125	1m56.4s	90.53mph*	20 Aug 1949
Giuseppe Farina	Alfa Romeo 158	1m50.0s	95.79mph*	13 May 1950
Giuseppe Farina	Alfa Romeo 159	1m44.0s	101.32mph*	14 July 1951
Mike Hawthorn	BRM P25 and	1m43.0s	102.30mph	5 May 1956
Stirling Moss	Vanwall VW2			
Jean Behra	BRM P25	1m42.0s	103.30mph	14 Sept 1957
Jean Behra	BRM P25	1m40.0s	105.37mph	4 May 1958
Peter Collins	and Ferrari 246			
Innes Ireland	Lotus-Climax 18	1m34.2s	111.86mph	14 May 1960
Jack Brabham	Brabham-Climax BT7	1m33.6s	112.58mph	2 May 1964
Bruce McLaren	McLaren-Oldsmobile M1A	1m31.6s	115.03mph	15 May 1965
Denny Hulme	Lola-Chevrolet T70	1m28.2s	118.66mph	14 May 1966
Chris Amon	Ferrari 312	1m25.1s	123.83mph	25 April 1968
Jackie Stewart	Matra-Ford MS80	1m21.3s	127.25mph	19 July 1969
Jackie Stewart	Tyrrell-Ford 003	1m20.5s	130.90mph	8 May 1971
Jackie Stewart	Tyrrell-Ford 003	1m19.9s	131.88mph	17 July 1971
Mike Hailwood	Surtees-Ford TS9B	1m18.8s	133.72mph	23 April 1972
Ronnie Peterson	Lotus-Ford 72E	1m17.5s	135.96mph	8 April 1973

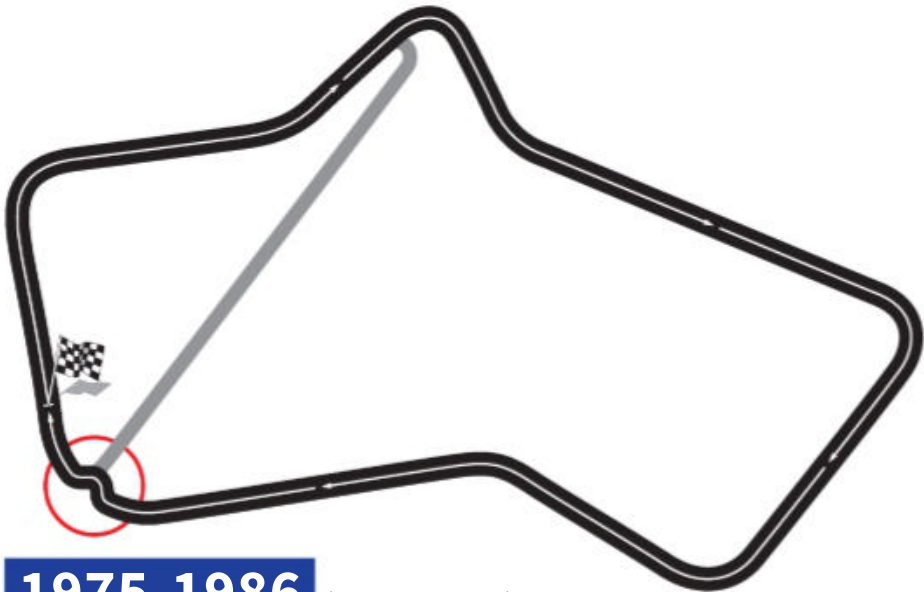
* Revised lap speeds



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1975-1986 (2.932 miles)

F1 cornering speeds had increased scarily, with Woodcote Corner now renowned as a 160mph drift. With concerns still lingering from the early pile-up in the 1973 British GP, a chicane was inserted at Woodcote immediately prior to the 1975 race.



FIRST 140MPH RECORD REGAZZONI 1979

The mid-1970s was a period of stability in F1, and by 1979 the average speed for the Silverstone lap record had only crept up towards Ronnie Peterson’s pre-chicane mark from the 1973 International Trophy. In fact, it was the visit of the USAC Indycar circus in the autumn of 1978 that had got closest, courtesy of Danny Ongais. But then ground effect happened. The Williams FW07 moved the goalposts massively, and Alan Jones was walking to British GP honours in 1979 before the water pump failed. Team-mate Clay Regazzoni then moved in front, lowered the fastest lap set by Jones in the early stages, and left Silverstone as the holder of its first 140mph record.



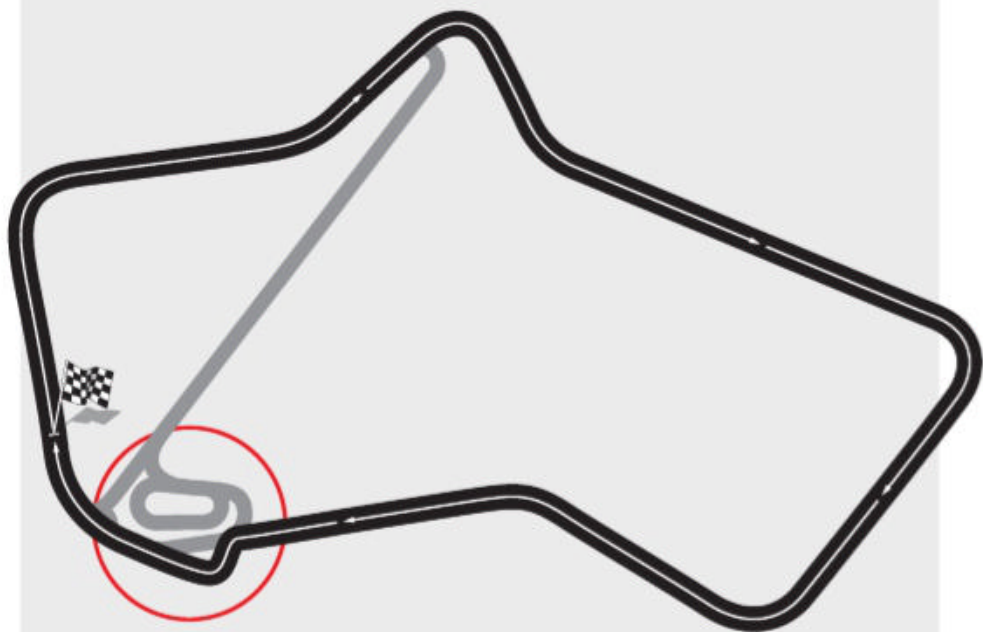
FIRST 150MPH RECORD PROST 1985

Ground effect had been slashed in F1 with new regulations stipulating flat-bottomed cars for the 1983 season, but by now we were into the era of hugely powerful turbo engines. In qualifying for the 1985 British GP, Keke Rosberg smashed his Williams-Honda around Silverstone to claim pole position at a sensational average of almost 161mph. But the engines couldn’t be turned up that high for the races, and here was where the Porsche-built TAG units run by McLaren reigned supreme. Alain Prost picked his way past Williams pair Nigel Mansell and Rosberg early doors in the race, then ran second to Ayrton Senna before the Brazilian’s Lotus-Renault failed in the late stages. Senna had gone over 150mph with his fastest lap, but Prost was quicker still.

DRIVER	CAR	RECORD	AV SPEED	DATE
Clay Regazzoni	Ferrari 312T	1m20.900s	130.47mph	19 July 1975
James Hunt	McLaren-Ford M23	1m18.810s	133.93mph	11 April 1976
Danny Ongais	Parnelli-Cosworth VPJ6B	1m18.450s	134.547mph	1 Oct 1978
Clay Regazzoni	Williams-Ford FW07	1m14.400s	141.87mph	14 July 1979
Alain Prost	Renault RE40	1m14.212s	142.23mph	16 July 1983
Alain Prost	McLaren-TAG MP4/2B	1m09.886s	151.035mph	21 July 1985

1987-1990 (2.969 miles)

After alternating with Brands Hatch since 1964 as host venue for the British GP, Silverstone now had a deal in place as the race’s only home. But even with its chicane, Woodcote Corner was too fast. The solution was to introduce a new, tight, left-right sequence on the straight leading up to it, just after the vehicle bridge. Woodcote itself now became a flat-out sweeper as the cars accelerated towards Copse Corner.



ALL-TIME FASTEST RECORD



ALL-TIME FASTEST RECORD MANSELL 1987

F1 car development had continued apace. Despite the circuit change, Nelson Piquet’s pole position average speed for the 1987 British GP at the wheel of a Williams-Honda was less than 2mph slower than Rosberg’s performance in 1985, and the teams were able to access a higher percentage of engine performance on a consistent basis in the races. That was especially the case for the four Honda-powered cars, which finished 1-2-3-4. And then there was the inspired Nigel Mansell... After a mid-race tyre stop, he set about slashing the advantage of team-mate Piquet. He dramatically took the lead at Stowe with two and a half laps remaining, by which time he had lapped 0.8 seconds (1.7mph) quicker than Piquet’s best. It still stands as the fastest ever lap of Silverstone in a race, which somehow seems appropriate.

DRIVER	CAR	RECORD	AV SPEED	DATE
Nigel Mansell	Williams-Honda FW18B	1m09.832s	153.059mph	12 July 1987



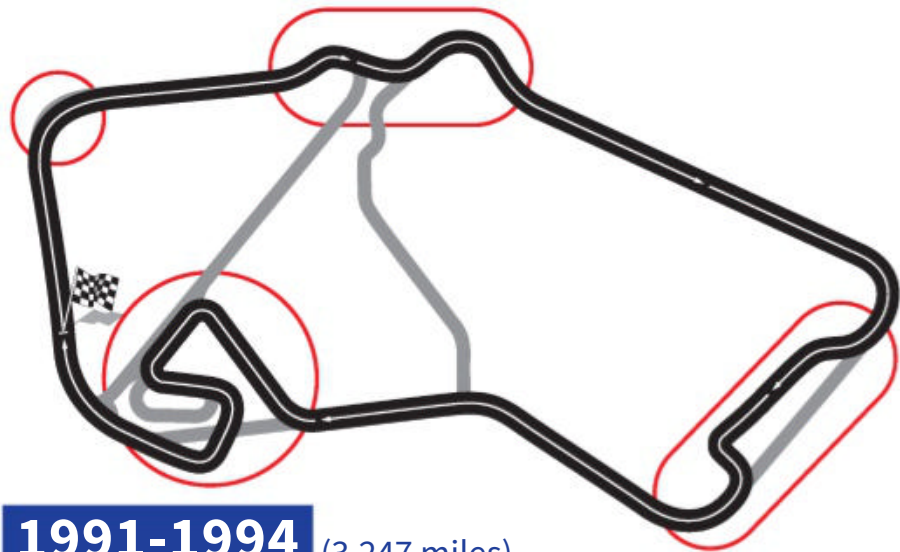
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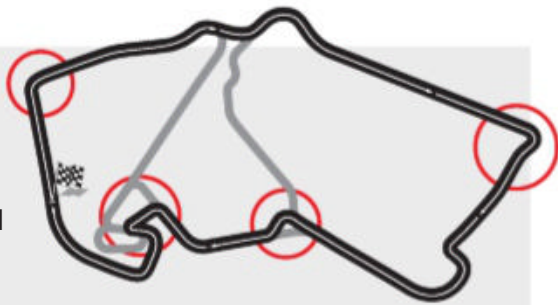
SILVERSTONE 75 SPECIAL



1991-1994 (3.247 miles)

Over the winter of 1990-91, the Silverstone layout underwent its most significant modification since the old ‘figure 8’ was abandoned for 1949. The section from Maggotts via Becketts to Chapel Curve was converted into a series of high-speed S bends. Stowe was tightened up on the exit so that the cars now ran along Vale – a straight parallel to the old perimeter road – before a new tight left-hander leading into the right turn of Club. After the vehicle bridge, a new, sweeping right-hander known as Bridge Bend brought the cars into the double-left of Priory and Brooklands. That fed into two right-angled right-handers at Luffield before blasting back onto the pitstraight via Woodcote.

DRIVER	CAR	RECORD	AV SPEED	DATE
Nigel Mansell	Williams-Renault FW14	1m26.379s	135.325mph	14 July 1991
Nigel Mansell	Williams-Renault FW14B	1m22.539s	141.633mph	12 July 1992
Damon Hill	Williams-Renault FW15C	1m22.515s	141.674mph	11 July 1993



1994-1995

(3.142 miles)

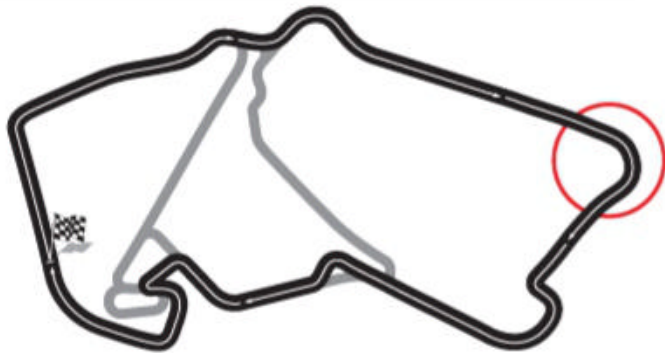
The tragic San Marino Grand Prix weekend in the spring of 1994, which claimed the lives of Ayrton Senna and Roland Ratzenberger, brought changes in the name of safety to many circuits. Copse, Stowe and Priory were all reprofiled, while a new chicane was installed at Abbey Curve following a massive testing accident for Lotus driver Pedro Lamy.

DRIVER	CAR	RECORD	AV SPEED	DATE
Damon Hill	Williams-Renault FW16	1m27.100s	132.675mph	10 July 1994

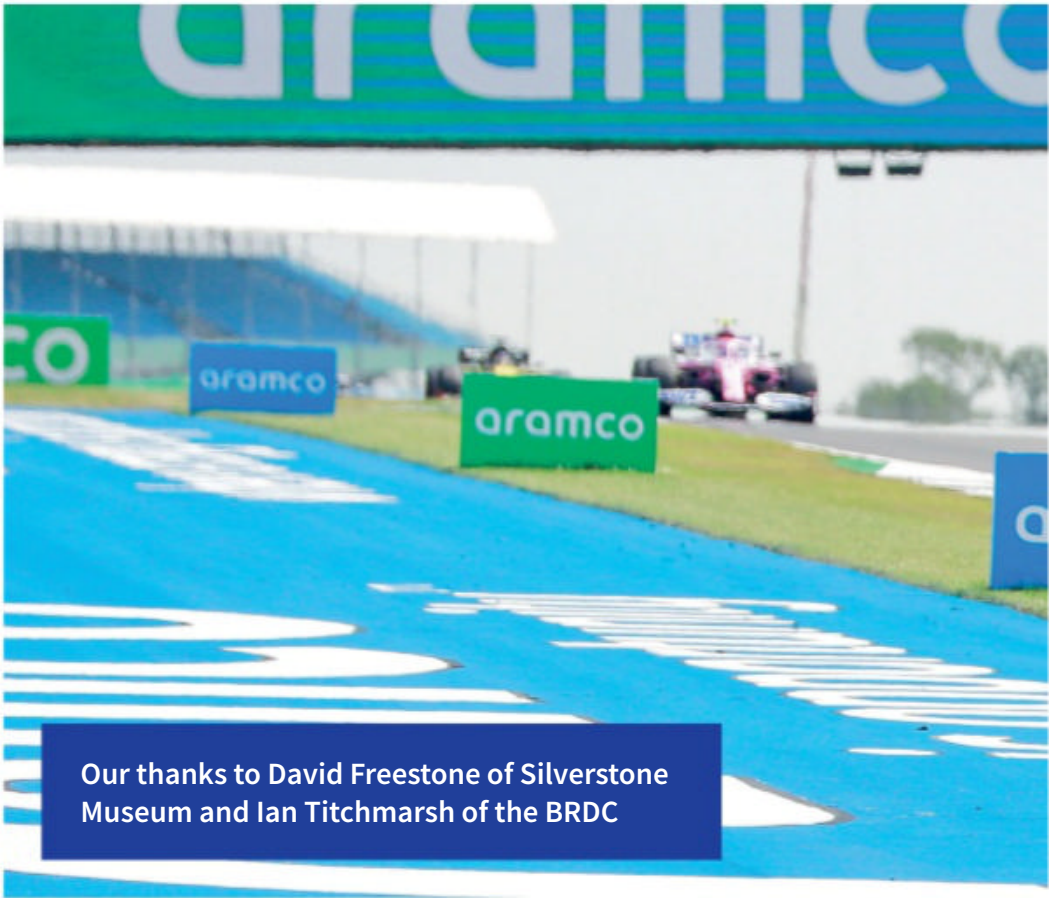
1996

(3.152 miles)

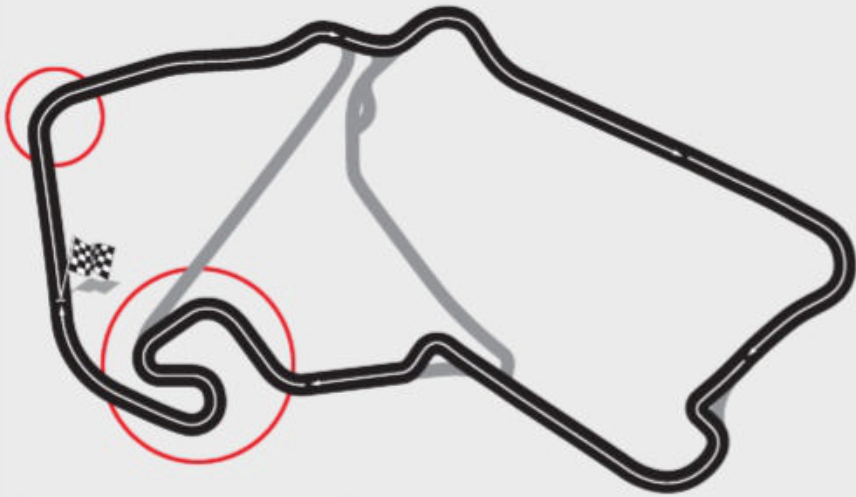
Just a tweak this time, with an easing of the exit of Stowe and into Vale.



DRIVER	CAR	RECORD	AVSPEED	DATE
Jacques Villeneuve	Williams-Renault FW18	1m29.288s	127.085mph	14 July 1996



Our thanks to David Freestone of Silverstone Museum and Ian Titchmarsh of the BRDC



1997-2010 (3.194 miles)

The final version of what might be regarded as the ‘old’ Silverstone was set for 1997. Copse Corner was realigned inside the old turn, increasing run-off and making it faster. There were also significant changes to the final portion of the lap, with Priory and Brooklands reprofiled, and Luffield converted from two corners to the long single loop we have today.

DRIVER	CAR	RECORD	AV SPEED	DATE
Michael Schumacher	Ferrari F310B	1m24.475s	136.115mph	13 July 1997
Mika Hakkinen	McLaren-Mercedes MP4-16	1m23.405s	137.882mph	15 July 2001
Rubens Barrichello	Ferrari F2002	1m23.083s	138.416mph	7 July 2002
Rubens Barrichello	Ferrari F2003-GA	1m22.236s	139.84mph	20 July 2003
Michael Schumacher	Ferrari F2004	1m18.739s	146.059mph	11 July 2004





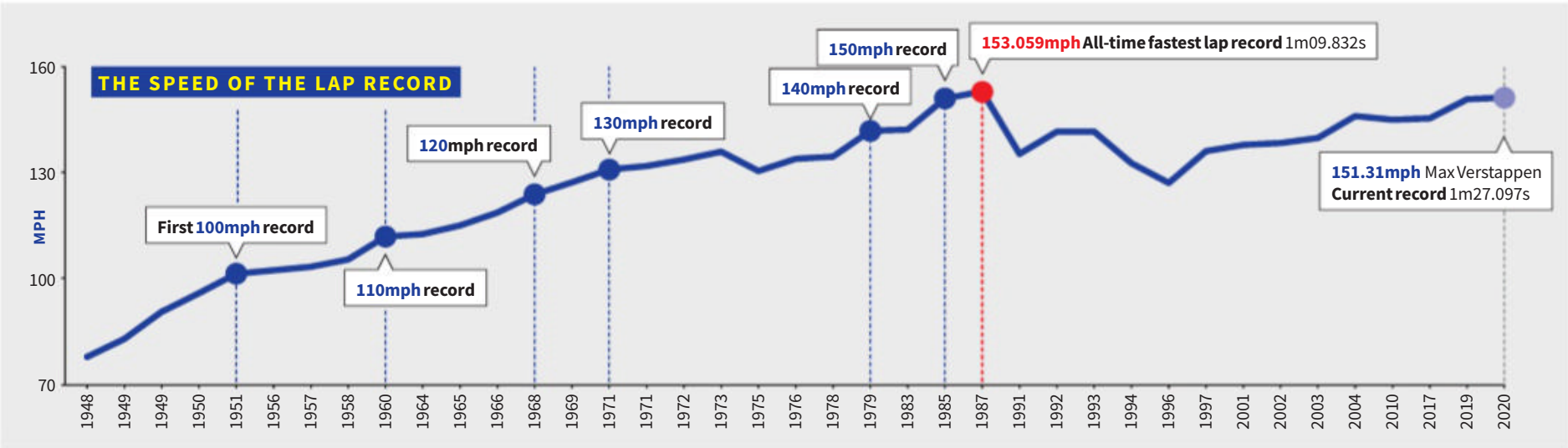
2010 TO DATE (3.660 miles)

The layout in place in the current era was established for 2010, albeit the new Wing pits and paddock complex were not in use until 2011, whereupon the start/finish line was relocated to the straight between Club and Abbey – named the Hamilton Straight in 2020. Abbey now became a right-handed sweeper into the left kink of Farm, followed by the tight complex comprising Village, The Loop and Aintree, which are in the vicinity of the old Segrave and Seaman corners from 1948. After this the cars are fed out onto the Wellington Straight, which was used as the main straight on the old Club Circuit from the 1950s onwards, before rejoining the previous GP circuit layout in the braking area for Luffield. Max Verstappen’s fastest lap from the 2020 British Grand Prix remains the record.

DRIVER	CAR	RECORD	AV SPEED	DATE
Fernando Alonso	Ferrari F10	1m30.874s	145.018mph	11 July 2010
Lewis Hamilton	Mercedes W08	1m30.621s	145.416mph	16 July 2017
Lewis Hamilton	Mercedes W10	1m27.369s	150.840mph	14 July 2019
Max Verstappen	Red Bull-Honda RB16	1m27.097s	151.310mph	2 Aug 2020

OTHER SIGNIFICANT RECORDS ON CURRENT SILVERSTONE GP CIRCUIT

LMP1				
Mike Conway	Toyota TS050 HYBRID	1m37.289s	135.45mph	1 Sept 2019
LMP2				
Giedo van der Garde	ORECA-Gibson 07	1m43.404s	127.44mph	1 Sept 2019
GTE				
Davide Rigon	Ferrari 488 GTE Evo	1m55.762s	113.83mph	1 Sept 2019
Formula 2				
Jack Aitken	Dallara-Mecachrome F2 2018	1m39.993s	131.79mph	14 July 2019
FIA Formula 3				
Logan Sargeant	Dallara-Mecachrome F3 2019	1m45.692s	124.68mph	13 July 2019
European F3				
Lando Norris	Dallara-VW F317	1m51.183s	118.52mph	14 Apr 2017
Formula Renault 3.5				
Matthieu Vaxiviere	Dallara-Zytek FR35-12	1m43.000s	127.94mph	6 Sept 2015
GB3				
Luke Browning	Tatuus-Mountune MSV-022	1m52.783s	116.84mph	8 May 2022
British GT				
Marvin Kirchhofer	McLaren 720S GT3	1m58.304s	111.38mph	8 May 2022
GT World Challenge Europe				
Davide Rigon	Ferrari 488 GT3	1m58.667s	111.05mph	20 May 2018



10 KEY ELEMENTS TO WATCH AT THE SILVERSTONE FESTIVAL

The name may have changed, but Silverstone's annual historic racing extravaganza remains a vast event on all levels. From F1 to NASCAR and a plethora of sportscars, here's our guide to this year's celebration

PAUL LAWRENCE



SILVERSTONE AT 75

The central theme of this year's Festival is a celebration of 75 years of grand prix racing at Silverstone. It was back in October 1948 that the recently disused wartime airfield was pressed into service as Britain's first major post-Second World War race track. A rudimentary course was set out on the old runways with straw bales and oil drums to mark the circuit and spectator protection was provided by a rope.

Throughout the Festival weekend, events and demonstrations will celebrate 75 years of Silverstone as the venue has evolved from a bleak airfield into a state-of-the-art circuit.

At the heart of the 75-year activities will be some high-speed demos for post-1966 GP cars. Each afternoon, these glorious machines will have a 15-minute demonstration session when Silverstone will echo to the sound of V8, V10 and V12 engines being put through their paces.

A tremendous line-up of cars has been brought together including two Leyton House Marches, along with Arrows and Tyrrells from the late 1980s and early 1990s, most of which are rarely seen on track.



MOTORSPORT IMAGES



JEP

FRONT-ENGINED FEAST

In honour of the early years of Silverstone, a fabulous grid of front-engined grand prix cars will have a standalone race on Sunday afternoon.

The Historic Grand Prix Cars Association promotes and encourages the ongoing use of these cars in the way they were intended. On Saturday, both front- and rear-engined beasts share an overflowing grid, while on Sunday, they are split to give the front-engined machines their own race, and it will be a wonderful spectacle involving cars from the first dozen years of Silverstone.

These are the cars from the era before Colin Chapman and John Cooper moved the goalposts by switching engines to the back. They are cars from the time of Juan Manuel Fangio, Mike Hawthorn and Jose Froilan Gonzalez.

In action will be Maserati 250Fs, Formula 2 Cooper Bristols, ERA R3A and a glorious 1950 Alfa Romeo Alfetta, but it is the American Scarabs that should set the pace. They arrived in GP racing too late to stem the rear-engined tide but the 1960 car in the capable hands of Mark Shaw will be tough to beat.

NASCAR IN NORTHANTS

For the first time in the story of the event, NASCAR will come to Northamptonshire to mark 75 years of National Association for Stock Car Automobile Racing.

A demonstration session on Sunday afternoon will give Silverstone fans a taste of the Days of Thunder. Around 16 cars, spanning the NASCAR story from 1958 to 2017 will be let loose for some high-speed laps and it promises to be an incredible sight and sound. These cars are loud!

The organisers have been able to pull together a representative collection of cars, ready to run and give Silverstone fans a little glimpse of what NASCAR is all about. Given that it is the most popular form of motorsport in North America, it should be an unforgettable experience.

Notable among the cars will be the Toyota Camry (below) of Mike and Andrew Jordan, the latest project for the former British Touring Car racers. They plan to race the car at Daytona at the end of the year so the chance to run at Silverstone will have added significance for them.



PLAYING THE PRO-AM GAME

Over the past couple of seasons, car owner John Spiers and professional all-rounder Nigel Greensall have teamed up to tremendous effect and have taken many top results in cars from Spiers' growing collection.

They are the perfect Pro-Am partnership and could bag more success across the course of another busy weekend of racing. One car that Greensall won't be driving is Spiers' stunning ex-Jean Behra Maserati 250F, a stand-out car in the front-engined HGPCA pack and driven with determination and pace by its owner. Spiers also

goes solo in Thundersports in his Osella sports-racer (above). Greensall then joins in for five two-driver races in five different cars, including a McLaren M1B, a Lister Knobbly and a TVR Griffith. Spiers races eight times in seven cars, which takes stamina and adaptability.

They will run the TVR at the front of the vast International Trophy pre-1966 GT pack and in the Knobbly they are among the major contenders for the Stirling Moss Trophy. They've already won in this car this year, including in the pouring rain at Oulton Park last month.

MODERN HISTORICS

When Masters Historic Racing introduced the Endurance Legends category for prototypes and GT cars as recent as six years old, the historic fraternity questioned whether this was a shrewd move or an act of folly by founder Ron Maydon. Would there be any demand for such modern machinery in the historic arena?

The story shows that it was a smart move to bring a new generation of cars under the Masters umbrella, sitting alongside much older cars.

Endurance Legends has really struck a chord and this weekend's grid

of well over 40 cars is a new record for the category. As well as attracting new teams and drivers, MEL has encouraged a gaggle of established historic racers to step forward into almost-current machinery. Around half of the entries are from drivers who were already Masters customers.

There is quality and quantity on the grid, headed by prototypes from Audi, Peugeot (below), Riley & Scott and Pescarolo. MEL, which has two races towards the end of Saturday and Sunday afternoon, adds a real taste of Le Mans to the weekend's programme.



CHASING HORATIO

Formula Junior, the traditional show opener for the Festival, will deliver a fantastic capacity grid of front- and rear-engined single-seaters from the late 1950s and early 1960s. There is no better way of getting the race programme off to a flying start than with one of the most enduring and popular historic categories of all.

This will be a big weekend for Horatio Fitz-Simon, the Anglo-American youngster who has been the winning force this season. Uniquely, Fitz-Simon is striving to claim both the UK championship and the pan-European Lurani Trophy, a feat that has never been achieved before in the same year. It's going well so far in the UK, but Fitz-Simon knows that this weekend will be his biggest test as the annual Silverstone GP thrash always brings out the big guns in Junior and scoring two more maximums will be very tricky.

Fellow Lotus 22 pilot Clive Richards has been a constant challenge, but the toughest grid of the season also includes star names Samuel Harrison, Sam Wilson, Lukas Halusa, Alex Ames, Tim de Silva and Michael O'Brien.



RECENT F1 HISTORY

While the Festival pays notable tribute to 75 years of grand prix racing at Silverstone with a focus on the early years, the story will come right up to date thanks to the involvement of the Mercedes and Williams Formula 1 teams.

Based just seven miles down the road at Brackley, the Mercedes squad will display six cars raced by Lewis Hamilton. But best news for the fans is that development driver Esteban Gutierrez

will join the 75th anniversary demonstration on Sunday to put a 2013 Mercedes F1 W04 through its paces.

Williams, another local team, will celebrate its Silverstone history by displaying Alain Prost's 1993 championship-winning FW15C. Williams will also be represented in the demonstration sessions with

an ex-Jacques Villeneuve FW19 running on each of the three days. The stunning Renault V10-engined car will be driven by its owner, American Ted Zorbas.

On the infield, the Fan Zone will include current F1 cars from Alpine, Mercedes and Aston Martin, to ensure the latest years are fully represented.



SERIAL RACERS

One of the many neat features of the Silverstone Festival is the opportunity that it gives car owners to tackle multiple races with a wide range of cars from their collection. Many drivers will contest two or three categories, but two of the busier people of the weekend will be father and son, Harindra and Tim de Silva (left), who will campaign four incredibly diverse cars across six races.

The American-based drivers are excellent racers and real enthusiasts, and are in the fortunate position to own a stunning array of period machinery. Though they don't do too many race weekends, when they do, they certainly make it worthwhile with a hectic schedule, including back-to-back outings on Saturday morning when they will jump out of Formula Juniors and go straight into the two-driver Thundersports endurance encounter.

Tim, in particular, is a very quick and talented racer, who could go further if he chose to. Their line-up of cars takes in two Formula Juniors, a Lotus 11, a 1971 Taydec sports-prototype and a 2011 Pescarolo LMP1 car.



PRE-1966 GT STUNNER

Silverstone Festival is famous for huge grids thanks to the bumper capacity of the Grand Prix circuit, which can host up to 61 starters depending on the type of car.

One of the biggest fields of all will be for the International Trophy for Pre-'66 Classic GT cars, which has 67 accepted entries for 61 places on the grid. The track licence allows more than the maximum number of race starters to go out for qualifying, so the six reserves will take part on Friday and then hope that a grid slot becomes available for the race.

This awesome spectacle, which usually goes under the title of Masters Gentlemen Drivers, will form a 50-minute contest on Saturday. It can be tackled by one or two drivers, but even the soloists have to make a pitstop.

A year ago, Julian Thomas and Calum Lockie won in their Shelby Daytona Cobra but with a winning margin of less than two seconds over James Dodd in his father's Jaguar E-type. They are back for a rematch, though the rapid Dodd E-type is currently only a reserve.

STARS ON TRACK

Peppered throughout the entry for the weekend are star drivers from across the sport, all taking the chance to race period cars at this highest profile of events.

Three former tin-top aces are in for busy weekends, with former World Touring Car champion Andy Priaulx signed up to race a Jaguar E-type, an AC Cobra and a Ford Mustang. There is also a Mustang, as well as a BMW M3 E30, for Steve Soper (right), while Matt Neal will hop into a rare Sunbeam Tiger Le Mans and a Ford Escort, and then share a Lotus Cortina with his son Henry.

Former British Touring Car racer Sam Tordoff is now firmly settled in historic machinery and will be a major contender in his Lotus Elan and Ford Falcon and is likely to be the pacesetter in the Pre-'66 Touring Car contest in the American V8. Darren Turner will be spectacular at the wheel of a 'Cologne' Capri RS3100 and fellow former BTCC racer Andy Middlehurst will share a Lotus Elan.

Alex Brundle, meanwhile, is busy alongside Gary Pearson in an E-type and a Lola T70 Mk3B, and then shares his own Ford Mustang with Olympian Sir Chris Hoy.



TIMETABLE

FRIDAY, 25 AUGUST

- 0730 Gates open
- 0900-1229 Qualifying
- 1239-1309 NASCAR 75th anniversary parade and car club parades
- 1329-1429 Qualifying
- 1442-1457 75th anniversary demonstration of Grand Prix at Silverstone (post-1966 F1 cars)
- 1510-1820 Qualifying
- 2200 Venue closes

SATURDAY 26 AUGUST

- 0730 Gates open
- 0900-0920 **Race 1** Historic Formula Junior
- 0940-1020 **Race 2** HSCC Thundersports
- 1040-1100 **Race 3** Derek Bell Trophy for HSCC Formula Libre
- 1120-1210 **Race 4** MRL Historic Touring Car Challenge
- 1220-1250 NASCAR 75th anniversary parade and car club parades
- 1310-1330 **Race 5** Masters Racing Legends (F1 1966-85)
- 1350-1430 **Race 6** Masters GT Trophy
- 1450-1510 **Race 7** HGPCA pre-1966 Grand Prix cars
- 1530-1620 **Race 8** International Trophy for Classic GT Cars (pre-1966)
- 1635-1650 75th anniversary demonstration of Grand Prix at Silverstone (post-1966 F1 cars)
- 1705-1745 **Race 9** Masters Endurance Legends
- 1805-1855 **Race 10** Yokohama Trophy for Masters Sports Car Legends
- 1910-2000 Porsche Club GB 75th anniversary of Porsche parade
- 2200 Venue closes

SUNDAY 27 AUGUST

- 0730 Gates open
- 0900-0920 **Race 11** Historic Formula Junior
- 0940-1030 **Race 12** MRL Big Cat Challenge Trophy
- 1040-1050 RetroRun parade
- 1100-1120 **Race 13** Derek Bell Trophy for HSCC Formula Libre
- 1135-1225 **Race 14** MRL Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy
- 1235-1305 Car club parades
- 1325-1345 **Race 15** Masters Racing Legends (F1 1966-85)
- 1405-1425 **Race 16** 75th anniversary Trophy for HGPCA Front Engine Grand Prix Cars (1948-60)
- 1445-1530 **Race 17** Adrian Flux Trophy for Transatlantic pre-1966 Touring Cars
- 1550-1610 **Race 18** HGPCA pre-1966 Grand Prix cars
- 1625-1635 75th anniversary demonstration of Grand Prix at Silverstone (BRM V16 Chassis IV)
- 1635-1650 75th anniversary demonstration of Grand Prix at Silverstone (post-1966 F1 cars)
- 1705-1735 **Race 19** Masters Endurance Legends
- 1750-1805 75th anniversary of NASCAR demonstration
- 1820-1900 **Race 20** HSCC Road Sports Trophy
- 2200 Venue closes

Jack Aitken broke his DTM duck in the Emil Frey Ferrari in the first race at the Lausitzring

Aitken claims first win as Bortolotti jumps to the top

TRIENTZ
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DTM
LAUSITZRING (DEU)
19-20 AUGUST
ROUND 5/8

Jack Aitken joined the growing list of DTM race winners at the Lausitzring, as Mirko Bortolotti took the championship lead with a defensive masterclass.

One-time Formula 1 race starter Aitken began his maiden campaign in the DTM with an impressive front-row start and podium at Oschersleben in May, but results have proven much harder to come by since then. Finishing 22nd and 18th at the Nurburgring at the start of August marked a new low for the British driver, especially after he had qualified his Emil Frey Ferrari in the top six on both occasions.

However, pace was never the problem for Aitken and he finally managed to put it all together in the opening race at the Lausitzring to become the first Ferrari

driver to win a DTM race since Nick Cassidy in September last year. After taking pole position in a qualifying session where the top four were separated by just 0.083 seconds, the 27-year-old made a clean start to lead Bortolotti (SSR Performance Lamborghini) and Lucas Auer (Winward Mercedes) on the opening lap.

A three-way collision between Thomas Preining (Manthey EMA Porsche), Franck Perera (SSR) and Luca Engstler (Engstler Audi) left the last-named beached in the gravel and prompted an early safety car interlude, but Aitken perfected the restart and quickly built a buffer for himself over the chasing pack.

During the pitstop phase, Bortolotti got the jump on Aitken by switching to fresh tyres a lap early, but the Emil Frey driver had no trouble repassing him as he romped to a comfortable 2.4s victory. Bortolotti finished second, while Abt Audi's Kelvin van der Linde took the final spot on the

podium after passing Auer while the Mercedes driver struggled on cold tyres. Preining, the championship leader going into the second half of the season, could salvage only 15th after being given three long-lap penalties for triggering the collision with Perera and Engstler.

On Sunday, Bortolotti became the first repeat winner of 2023, ending a streak of nine different victors in as many races. However, bucking this trend was anything but easy for the Italian driver, who had to make up for 20kg of success ballast in the car in order to keep a determined Ricardo Feller at bay.

For the entirety of the race, Feller kept the pressure up on polesitter Bortolotti after starting alongside him on the front row, with only a minor error at Turn 7 in the first stint giving the Lamborghini factory driver some breathing space.

After they both pitted on lap 22 of 45, the Abt Audi upped the ante and attempted several moves on Bortolotti at Turn 1, after getting a great run out of the final corner. But Bortolotti staved off the threat on each occasion and eventually crossed the line just 0.353s in front to make it two wins in as many rounds, following on from his maiden triumph at the Nurburgring just a fortnight earlier.

The result also elevated him to the lead of the standings, with Preining only managing fourth in his Porsche. HRT Mercedes driver Luca Stolz finished third, after gaining a chunk of places by pitting as soon as the pit window opened, while Preining's team-mate Dennis Olsen completed the top five.

RACHIT THUKRAL



Urrutia and Ma score lock-out for Lynk & Co

TCR WORLD TOUR
EL PINAR (URY)
20 AUGUST
ROUND 5/9

Uruguay's Santiago Urrutia scored his second win of the season at the Autodromo Victor Borrat Fabini in El Pinar, picking up the most points from the weekend as the World Tour competitors mixed with the South American series for the first time and mostly stole the show.

Due to the large 30-car entry, an IndyCar-style split qualifying system was used. It was soon clear that the Lynk & Co-equipped Cyan Racing team had the best performance at the circuit, with both Yann Ehrlacher and Thed Bjork dominating their groups.

The short 10-minute Q2 segment was led by Urrutia, who managed to stay one step ahead on each run beyond his team-mate and 2017 World Touring Car champion Bjork.

Just one of the local South American regulars broke into the ranks of the nine full-time World Tour drivers. Uruguay's Juan Manuel Casella put his older Honda ahead of last year's world champion Mikel Azcona and current points leader Yann Ehrlacher, although this was in part because Ehrlacher was targeting a competitive spot for the reversed grid race two.

In the first race, Urrutia led from pole while Bjork was jumped at the end of the first lap by Nestor Girolami's Honda. Bjork immediately took the place back at the first chicane, which allowed Frederic Vervisch's Audi to also demote Girolami.



Urrutia leads Bjork and Girolami on home soil in race one

That set the story for the rest of the race as Urrutia and Bjork romped away, while Vervisch fought to keep third from Girolami and the chasing Hyundai of Norbert Michelisz.

Ignacio Montenegro, the South American championship's points leader, ended up the best placed of the local series' drivers and also the first of the non-World Tour regulars in 10th. Touring car returnee Esteban Guerrieri would repeat the feat in race two, also finishing 10th.

Two Cyan Racing Lynk & Cos also started the reversed-grid race from the front row, this time with Ma Qing Hua ahead of Ehrlacher. There was certainly no team strategy in play, as the two made contact on the run up to the first kink, with Ehrlacher running wide and onto the dust, allowing Azcona's Hyundai through.

Ma would control the race to take his first win of the year. Although Azcona closed in during the final laps, he didn't have the pace to attempt a pass.

Behind third-placed Ehrlacher were

WEEKEND WINNERS

DTM

LAUSITZRING (DEU)

- Race 1** Jack Aitken
Emil Frey Racing (Ferrari 296 GT3)
Race 2 Mirko Bortolotti
SSR (Lambo Huracan GT3 EVO2)

TCR WORLD TOUR EL PINAR (URY)

- Race 1** Santiago Urrutia
Cyan Racing (Lynk & Co 03 FL TCR)
Race 2 Ma Qing Hua
Cyan Racing (Lynk & Co 03 FL TCR)



For full results visit motorsportstats.com

two Audis, with Rob Huff ahead of Vervisch, while most of the action in the race came in the battle behind.

Girolami made a dive on Michelisz for sixth at the final corner with five minutes to go, but made contact. Girolami backed off to redress, which allowed Bjork to pounce and go up the inside, then he squeezed across and hit Michelisz, who fell behind both Bjork and Urrutia, while Girolami had already dutifully slotted in behind Michelisz.

Bjork was hit with a two-place penalty post-race, effectively correcting his pass on Michelisz.

Ehrlacher still leads the standings on 235 points, with Michelisz 20 behind and Azcona 30, with the next race taking place this weekend at the Autodromo Internacional Jose Carlos Bassi circuit in San Luis, Argentina.

NEIL HUDSON



Ma claimed race two after a spot of rubbing with points leader Ehrlacher

Nojiri wins after Lawson battle triggers crash

SUPER FORMULA
MOTEGI (JPN)
20 AUGUST
ROUND 6/7

Tomoki Nojiri revived his Super Formula title hopes with victory at Motegi after a controversial battle with team-mate Liam Lawson that triggered a huge pile-up.

Poleman Nojiri and Lawson ran side by side through Turns 1 and 2 as they battled for the lead, as Lawson attempted to go all the way around the outside of his Mugen colleague. Nojiri held firm and edged Lawson out onto the kerbs on the exit, where the Red Bull junior lost control and spun into the path of the chasing pack.

Yuhi Sekiguchi and Tadasuke Makino both had nowhere to go and piled into the back of Lawson, their cars going airborne in a spectacular crash. Nobuharu Matsushita was also caught in the melee.

Dandelion Racing driver Makino was airlifted to hospital but was cleared of any serious injury, while Sekiguchi (Impul) and Matsushita (B-Max) walked away.

The red flags were quickly thrown, and Lawson somehow coaxed his heavily damaged car back to the pits. An amazing turnaround by the Mugen crew allowed



Nojiri (l) and Lawson lead as they head towards their contretemps

ISHIHARA

motorsport
IMAGES

him to rejoin the race when it resumed, albeit at the tail end of the field.

To add further insult to injury, Lawson picked up a drive-through penalty for his car being worked on during the red flag period, restricting him to 13th at the finish.

Nojiri meanwhile took the restart at the head of the field, with Toshiki Oyu now his nearest rival, and quickly pulled away to secure a straightforward 10th career win.

TGM Grand Prix driver Oyu was passed late on for second by Impul's Ryo Hirakawa, who several laps earlier had somehow survived undamaged when he was hit by Naoki Yamamoto at the Turn 11 right-hander during their battle for third.

Nakajima Racing's Yamamoto picked up terminal suspension damage.

TOM'S driver Ritomo Miyata stalled on the original start, dropping virtually to last, but made use of a long strategy to salvage fourth place and crucially put himself eight points clear of Lawson heading into the final double-header at Suzuka in October.

Having been 25 points down prior to Motegi, Nojiri now finds himself 10 points behind Miyata as he bids for a third consecutive title.

JAMIE KLEIN

motorsport.tv

Relive this race at Motorsport.tv

Byron eulogy for Papis after first road course glory

NASCAR CUP
WATKINS GLEN (USA)
20 AUGUST
ROUND 25/36

William Byron ended a summer slump and picked up a dominant first NASCAR Cup road course victory at Watkins Glen.

Byron (below) cycled to the lead following a caution early in the final stage for Chase Elliott's stalled car and cruised to a 2.632-second win over Denny Hamlin.

In his previous five races, Byron had finished 21st or worse three times and had a best finish of 14th. At the Glen he led 66 of the 90 laps, including the final 33.

Byron, 25, was quick to credit his work with former Formula 1 and sportscar driver Max Papis for his improvement on road courses following the ninth Cup win of his career.

"Just a huge credit to the race team behind me," said the Hendrick Chevrolet driver. "I want to thank Max Papis. This first road course win – we've worked years and years for this. Thanks to him. I know he's watching back home."

Christopher Bell ended up third, AJ Allmendinger was fourth and Ty Gibbs rounded out the top five. Completing the top-10 were Martin Truex Jr, Chris Buescher, Tyler Reddick, Ryan Blaney and Joey Logano.

Both Kevin Harvick (21st) and Brad Keselowski (15th) clinched a spot in the 16-driver playoff field based on points, with Saturday night's event at Daytona the final race in which a driver can win their way into the playoffs.

JIM UTTER



HARRELSON/NKP/MOTORSPORT IMAGES

Kostecki in charge as Aussies go around The Bend

AUSTRALIAN SUPERCARS
THE BEND (AUS)
19-20 AUGUST
ROUND 8/12

Brodie Kostecki is now firmly in control of the Supercars Championship after a brilliant clean sweep at The Bend. The Erebus driver had to withstand an aggressive fightback from the top Ford teams, the Mustang looking a proper match for the Camaro for the first time this season. But, fresh off the back of his NASCAR debut, Kostecki was flawless, scoring two of the three pole positions and winning all three races comfortably. In Saturday's opener he was beaten off the line by Thomas Randle, who led until Kostecki came by late in the first

stint. That was all Kostecki needed to set up a comfortable win ahead of Chaz Mostert and Randle, who hung on for a career-first solo podium after Tickford team-mate Cam Waters was told to hold station. On Sunday there was another first for Randle as he took pole for the first of two sprint races. But Kostecki turned the tables on him at the start, making the better getaway from the outside of the front row to lead. Randle kept the pressure on throughout the race, yet despite that plus some steering issues in his Erebus Camaro, nothing could stop Kostecki taking a second win from Randle and Mostert. Sunday's finale was a lights-to-flag affair for Kostecki, who kept Waters at arm's length across the 20 laps, while Randle tripled his podium count with third.

Even better for Kostecki was that none of his title rivals starred. Shane van Gisbergen had a quiet weekend, with a trio of fifth places, while his Triple Eight team-mate Broc Feeney scored a sixth and a ninth before being fired off the road by David Reynolds on the penultimate lap of the final race. Will Brown took the biggest hit to his title hopes thanks to a DNF on Saturday after clashing with Jack Le Brocq and Anton De Pasquale on the first lap. On Sunday he was nowhere near Kostecki's pace with a pair of 13th-place finishes. Kostecki heads into the endurance races with a 137-point lead over van Gisbergen. Feeney and Brown are 238 and 258 points in arrears respectively.

ANDREW VAN LEEUWEN



Hallman's day, Andersson's year

WORLD RALLYCROSS
ESTERING (DEU)
19-20 AUGUST
ROUND 6/8

Nils Andersson secured a maiden FIA RX2e title after finishing second to Finland's Tommi Hallman in Germany. Team E driver Andersson arrived at the season-ending event with a slender one-point lead from team-mate Mikaela

Ahlin-Kottulinsky, with fellow Swede Isak Sjokvist just three points further adrift. Set Promotion driver Hallman topped the heats, but Ahlin-Kottulinsky missed out on the final, finishing a season-worst ninth. With a four-point margin to make up, the only chance Sjokvist had to snatch the title was to win the final. But Hallman kept up his 100% win record from his two events entered this year, leaving Sjokvist as series runner-up for a second consecutive time. "Finishing on top when everyone has the same tools is great," Andersson enthused. "This title belongs to Kristoffersson Motorsport as well, because they are such a big part of it. Hopefully, I can come back to defend it next year." It is unclear whether the remaining two events of the RX1e series scheduled to run in South Africa and China will take place, with no racing having occurred for the top electric-powered class since the devastating paddock fire at Lydden Hill in July.

SAM HALL



WEEKEND WINNERS

SUPER FORMULA
MOTEGI (JPN)
Tomoki Nojiri
Team Mugen (Dallara-Honda)

NASCAR CUP
WATKINS GLEN (USA)
William Byron
Hendrick Motorsports (Chevrolet Camaro)

AUSTRALIAN SUPERCARS
THE BEND (AUS)
Race 1 Brodie Kostecki
Erebus Motorsport (Chevy Camaro)
Race 2 Brodie Kostecki
Erebus Motorsport (Chevy Camaro)
Race 3 Brodie Kostecki
Erebus Motorsport (Chevy Camaro)

WORLD RALLYCROSS
ESTERING (DEU)
RX2e Tommi Hallman
Set Promotion

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Bagnaia at his best to beat battling Binder

MOTOGP

RED BULL RING (AUT)

20 AUGUST

ROUND 10/20

Perfection is a flawed, almost unattainable concept. Unless you are Francesco Bagnaia, that is. As the 2023 MotoGP season ticks officially into its second half, Bagnaia's emphatic Austrian Grand Prix weekend marked his biggest signal yet that he is now in full control of this championship.

Not that he wants to even think about the title right now, he says. And that is valid. At the same stage of the season last year, he was 91 points adrift of Fabio Quartararo and a fightback looked all but impossible. Of course, momentum swung in his favour in a big way and the rest is history.

But the Bagnaia of 2022 and early 2023, prone to mistakes when in positions of strength, has seemingly been eradicated. Quartararo compared him to F1 dominator Max Verstappen: the perfect competitor with the perfect machine, making the most of that.

At the Red Bull Ring, a traditional Ducati stronghold (but where isn't now?), Bagnaia unleashed arguably the best weekend of his entire grand prix career. Pole position, sprint victory, grand prix win, fastest laps in both and heading all 42 tours of racing – *that* is as near to perfection as you can get in motor racing.

There was a threat. KTM has made good strides in 2023 with its RC16, and an expectant homecoming promised much. Sticking his KTM third on the grid, Brad Binder – signed through to the end of 2026 now, and for good reason – would be Bagnaia's thorn.



Binder twice chased Bagnaia but the Ducati was just too strong

KTM's starts in 2023 have been electric, with the RC16s of Binder and Jack Miller regularly leapfrogging the field off the line. But, surprisingly, not this time. In both starts, Bagnaia took the holeshot from Binder and Miller. This proved pretty critical in the sprint because Jorge Martin, starting from 12th, triggered a multi-rider pile-up that involved Quartararo, Maverick Vinales, Enea Bastianini, Marco Bezzecchi, Miguel Oliveira and Johann Zarco.

The latter three were taken down, the rest forced into recoveries, while Martin was hit with a long-lap penalty for the grand prix after ending the sprint third – a punishment he thinks doesn't fit the crime.

Binder hounded Bagnaia early in the sprint, but come the chequered flag the Ducati rider was 2.056 seconds up the road. "Carbon copy", was how Binder described the outcome of the grand prix. He hounded Bagnaia early, came close to one overtake but not close enough, and soon realised

that he was using up his rubber more than the Ducati was.

KTM's issues stemmed from a lack of drive grip out of the corners, which wasn't a problem for the Ducati, and wasn't helped by Michelin's stiffer tyre casing brought to cope with the demands of the Red Bull Ring. Binder had to push the front of his bike to make up time, but he soon found himself locking under braking.

At the end of lap 14 of 28, Bagnaia had the gap up to a second. At the end of lap 16, it was 1.3s, and then 1.8s next time around, eventually standing at 4.2s at the end of lap 22. Grand prix victory number five and weekend double number three of the year secured for Bagnaia. Now 62 points clear in the title race, stopping him is looking less and less likely.

The inconsistencies of Martin, who was seventh in the GP after his penalty, and misfortune for Bezzecchi – who ended Sunday third – has put Binder onto their



After great starts, Bagnaia led all 42 racing laps at the Red Bull Ring



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Fifth GP win of 2023 makes
Bagnaia hot title favourite

tail in fourth in the points after his excellent weekend.

Bezzecchi was trailed home in the grand prix by VR46 team-mate Luca Marini, who both beat Alex Marquez, while Vinales' podium pace ultimately turned up sixth as he struggles to get the Aprilia off the line. He blames the bike, but it's a problem that plagued him in his Yamaha days, too.

Quartararo's new approach to simply get the best out of his uncompetitive Yamaha culminated in a solid eighth in the grand prix, ahead of Silverstone winner Aleix Espargaro and Bastianini.

Just outside of the top 10 came Marc Marquez, the Honda rider also attacking MotoGP rounds in a different way after the bruising first half to his campaign. Gambling on the soft tyre in the hot grand prix, Marquez picked his way through to 12th to see a Sunday chequered flag for the first time since last October's Malaysian GP. It's a stat that, he admitted, "looks like a joke". But getting to the finish of races is the only way he's going to help Honda out of its current hole.

LEWIS DUNCAN

RESULTS ROUND 10/20, RED BULL RING (AUT), 20 AUGUST (28 LAPS – 75.648 MILES)

POS	RIDER	TEAM	TIME
1	Francesco Bagnaia (ITA)	Ducati	42m23.315s
2	Brad Binder (ZAF)	KTM	+5.191s
3	Marco Bezzecchi (ITA)	VR46 Ducati	+7.708s
4	Luca Marini (ITA)	VR46 Ducati	+10.343s
5	Alex Marquez (ESP)	Gresini Ducati	+11.039s
6	Maverick Vinales (ESP)	Aprilia	+11.724s
7	Jorge Martin (ESP)	Pramac Ducati	+12.917s
8	Fabio Quartararo (FRA)	Yamaha	+19.509s
9	Aleix Espargaro (ESP)	Aprilia	+20.231s
10	Enea Bastianini (ITA)	Ducati	+20.729s
11	Franco Morbidelli (ITA)	Yamaha	+21.527s
12	Marc Marquez (ESP)	Honda	+23.027s
13	Johann Zarco (FRA)	Pramac Ducati	+24.259s
14	Augusto Fernandez (ESP)	GasGas Tech 3 KTM	+25.365s
15	Jack Miller (AUS)	KTM	+25.475s
16	Pol Espargaro (ESP)	GasGas Tech 3 KTM	+28.073s
17	Fabio Di Giannantonio (ITA)	Gresini Ducati	+28.998s
18	Takaaki Nakagami (JPN)	LCR Honda	+32.316s
19	Lorenzo Savadori (ITA)	Aprilia	+42.392s
20	Iker Lecuona (ESP)	LCR Honda	+46.239s
R	Raul Fernandez (ESP)	Aprilia RNF	27 laps-mechanical
R	Joan Mir (ESP)	Honda	12 laps-accident
R	Miguel Oliveira (PRT)	Aprilia RNF	6 laps-front wheel

Winner's average speed 107.078mph. Fastest lap Bagnaia 1m29.840s, 108.261mph.

QUALIFYING 2 1 Bagnaia 1m28.539s; 2 Vinales 1m28.576s; 3 Binder 1m28.653s; 4 Miller 1m28.769s; 5 A Marquez 1m28.828s; 6 Marini 1m28.839s; 7 Bezzecchi 1m28.908s; 8 Oliveira 1m28.966s; 9 Quartararo 1m29.034s; 10 Zarco 1m29.113s; 11 A Espargaro 1m29.245s; 12 Martin 1m30.367s.

QUALIFYING 1 1 Miller 1m28.831s; 2 Marini 1m29.120s; 3 P Espargaro 1m29.295s; 4 Bastianini 1m29.365s; 5 Morbidelli 1m29.446s; 6 Mir 1m29.454s; 7 R Fernandez 1m29.476s; 8 M Marquez 1m29.479s; 9 Nakagami 1m29.508s; 10 Giannantonio 1m29.681s; 11 Lecuona 1m29.751s; 12 A Fernandez 1m29.769s; 13 Savadori 1m29.962s.

SPRINT RACE (14 LAPS – 37.824 MILES)

1 Bagnaia 21m01.844s; 2 Binder +2.056s; 3 Martin +5.045s; 4 A Marquez +8.252s; 5 Miller +11.365s; 6 P Espargaro +11.816s; 7 A Espargaro +11.960s; 8 Vinales +11.984s; 9 Morbidelli +13.634s; 10 M Marquez +14.435s; 11 Giannantonio +15.251s; 12 Mir +16.740s; 13 Bastianini +18.825s; 14 R Fernandez +19.536s; 15 Quartararo +22.321s; 16 Lecuona +25.593s; 17 A Fernandez +25.789s; R Zarco 11 laps-accident damage; R Marini 6 laps-accident; R Savadori 5 laps-accident; R Nakagami 2 laps-accident; R Bezzecchi 1 lap-accident; R Oliveira 0 laps-accident.

Winner's average speed 107.910mph. Fastest lap Bagnaia 1m29.383s, 108.814mph.

RIDERS' CHAMPIONSHIP 1 Bagnaia 251; 2 Martin 189; 3 Bezzecchi 183; 4 Binder 160; 5 Zarco 125; 6 Marini 120; 7 A Espargaro 117; 8 Miller 96; 9 A Marquez 92; 10 Vinales 86.

CONSTRUCTORS' CHAMPIONSHIP 1 Ducati 354; 2 KTM 201; 3 Aprilia 166; 4 Honda 93; 5 Yamaha 93.



Bezzecchi was one of the
victims in sprint race crash
but took third in GP

WEEKEND
WINNERS

MOTO2
RED BULL RING
(AUT)
Celestino Vietti (below)
Fantic Racing (Kalex)

MOTO3
RED BULL RING
(AUT)
Deniz Oncu
Ajo Motorsport (KTM)



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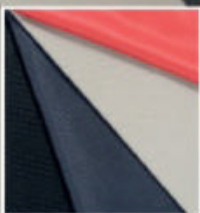
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- Positive communication skills.
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Experience

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- Oversee logistical plan for equipment movements and as and when required assist in the movement of equipment to events
- Oversee the information distribution for all tickets, gift bags and other collateral including submitting options for gifting
- Manage the delivery of the mid-season gifting, ensuring deadlines are met ahead of race requirements
- Manage the Events Team including seasonal staff
- Liaising with key suppliers and within the FE network to maximize return and work within the Event budgets

Financial Responsibilities

- Budget responsibility for Events, ensuring that all income and expenditure is controlled within agreed budget on an annual basis

Experience and Knowledge Required

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- Experience of working with a variety of partners is essential
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- Ensure that technicians are informed at all times, ie. run plan review, preparation and pre-fits of test items, tire plan, etc..
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GARY HAWKINS

Shake-up for FF1600 as clubs agree not to run rival modern categories

FORMULA FORD 1600

There will be a major shake-up for Formula Ford 1600 racing in England next year after the British Racing & Sports Car Club and MotorSport Vision Racing agreed not to run rival series for modern cars.

Both the long-running BRSCC National championship – currently focused on post-1999 machinery – and MSVR's United category, which is open to all Formula Fords, including the latest cars, have struggled for entries at times in recent years. There has now been an agreement for just the United championship to run for modern machines.

In a statement explaining the

decision, the BRSCC said: "The British Racing & Sports Car Club is delighted to announce a collaboration with MotorSport Vision Racing which will see the teams, cars and drivers from the BRSCC National Formula Ford Championship joining MSVR's United Formula Ford Championship from the 2024 race season.

"A number of factors have led the respective clubs to this decision, not least of which is a mutual understanding that this collaboration will continue to deliver a platform for aspiring drivers to use Formula Ford 1600 as a launchpad for their single-seater racing careers. It will also allow professional Formula Ford race teams to deliver their services in a less fragmented marketplace. The

alternative to this would be for the clubs to continue to compete for what are broadly the same customers, and in turn risk further dilution of the 'modern' Formula Ford category. All parties including the race teams have confirmed their support for this collaboration.

"The BRSCC also views this as an opportunity to further support and develop their growing Super Classic Pre-'99 Formula Ford Championship, as well as concentrating on delivering the best BRSCC Formula Ford Festivals in future, with the 2023 event being hosted across the weekend of 21-22 October.

"The BRSCC gives thanks to all of the teams and drivers who have supported the National Formula Ford Championship over its long history, and the club passes on the very best wishes to all participants of the new combined championship to be run under MSVR's stewardship."

James Beckett, coordinator of the United championship, added: "We want to unite Formula Ford and will build a good calendar for next year. James Beckett Motorsport and MSVR will do what we can so United Formula Ford can flourish and be at the forefront of national racing."

More details regarding the championship are due to be released over the coming weeks.

STEPHEN LICKORISH

FF1600 teams and drivers will unite around MSVR's series



RACHEL BOURNE

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LOTUS

Lotus Type 66 sees the light of day after more than 50 years

HISTORICS

Lotus has unveiled its Type 66 machine more than 50 years after it was first designed, with 10 examples of the limited-edition car set to be produced.

The Type 66 was commissioned by Lotus founder Colin Chapman with an eye towards the Can-Am series. Team Lotus draughtsman Geoff Ferris created the design of the car but its development never went beyond technical drawings and scale models for 53 years.

But the machine has now

finally been developed by Lotus and was unveiled in California as part of Monterey Car Week, with each of the 10 cars produced set to cost over £1million.

“The Type 66 perfectly blends the past and present,” said Lotus Advanced Performance executive director Simon Lane. “It takes drivers back in time, to the iconic design, sound and pure theatre of motorsport more than 50 years ago, with added 21st century performance and safety. This is a truly unique project, and in our 75th anniversary year it’s

the perfect gift from Lotus to fans worldwide and to a handful of customers.

“While the visual expression is strikingly similar to what could have been – including the period-correct white, red and gold graphics – the technology and mechanical underpinnings of the Lotus Type 66 represent the very best in today’s advanced racing performance.”

While the original drawings have been used in the production of the Type 66, specifications and safety have been brought up to latest standards, which include an

inboard fuel cell, sequential transmission and anti-stall system. The aerodynamics have also been advanced through modern technology, resulting in downforce in excess of 800kg at 150mph.

Chapman’s son Clive, managing director of Classic Team Lotus and who had the original drawings, added: “The car would have shared many innovative features with our most successful F1 chassis, the Type 72, which was developed during the same era. It would have been spectacular, as is the actual Type 66 we see today.”

Short to make British GT debut at Brands in Raceway Ginetta

BRITISH GT

Morgan Short will make his British GT debut at Brands Hatch next month, 20 years after his father Martin helped Tom Herridge claim the title.

Short Jr will compete alongside Tom Holland at Raceway Motorsport in a Ginetta G56 GT4, stepping in for Ignazio Zanon, who raced with the team last time out at the Algarve Circuit.

The 21-year-old has been given the opportunity after impressing recently at the wheel of GT machinery, including a Lamborghini Super Trofeo and Mosler MT900 in the GT Cup. He

won with the Mosler on the Brands Hatch GP against more modern cars.

“One of the main reasons the guys at Raceway approached me is because they saw how well I did at Brands in the Mosler considering my first time driving the track was qualifying,” said Short Jr. “There’s no testing at Brands GP before the weekend itself, so they came to me because they wanted someone that could prove they were quick without much preparation time.”

Short Jr follows in the footsteps of his father Martin, whose career included five appearances in the Le Mans 24 Hours. “It’s fantastic to see



Morgan will follow in dad Martin’s footsteps

Morgan making the step to get into British GT,” said Short Sr. “It set me on my path to Le Mans, so you never know where it’s going to take you.”

STEFAN MACKLEY



Winning start for Leslie in Fiesta Junior as grid hits record number

FIESTA JUNIOR

A winning debut by Finn Leslie was the highlight for six newcomers who combined to give the Fiesta Junior Championship its largest ever grid at Silverstone last weekend.

Twenty-six cars were in action on the National circuit – although Luke Sintler was unable to make his race debut after a pair of engine failures – beating the previous record of 22 set earlier this year.

Leslie, the 2022 Kartmasters Grand Prix winner in Mini Max karts, is coached by former British GT racer Scott McKenna and has joined 20Ten Racing to race a Mk7 Zetec S model built by his father Grant.

The 15-year-old will contest one further event this year to preserve his rookie status for 2024. After only two days

in the car, at Donington Park and Blyton Park, Leslie qualified third fastest but started second after a grid penalty for another driver. He slipped to third before outbraking Rashan Chigorimbo, and finished second behind Luke Hilton's Mk6 ST.

"I'd been setting him up the whole race really and listening to what Scott had told me before," said Leslie. "To win in class in my first ever car race I think is quite impressive. In karting it's a rolling start so I've never set off from the line before."

Leslie went one better in the second race, catching and passing Hilton for victory. Jamsport scholarship finalist Henry Howarth, Michael Wheeler, and karters Alfie Garford and Tommy Harfield also joined the grid.

MARK PAULSON

TRIBUTE FOR STEVENS

The Special Saloons & Modsports races at Mallory Park on Monday will be held in memory of the late Pete Stevens. The West Midlands-based four-time Thundersaloon champion competed in the series with his famous Vauxhall Carlton TS6000. "The trophies for the Special Saloons have an additional plaque on them in memory of Pete, and have a picture of the Carlton," said CSCC director David Smitheram.

HOUNSELL BACK TO CIVICS

Loui Hounsell, runner-up in the Civic Cup's now-defunct Production class last year, will return to the championship for its final two events this year, beginning with Silverstone next month. Hounsell will pilot an EP3 model tended to by Pro Alloys Racing, which currently leads the championship with Alistair Camp. "Following my success in the Production class last year, I am looking forward to seeing where I rank in a Cup car," said Hounsell.

COOK'S BUSY WEEKEND

British Touring Car Championship star Josh Cook joined the British Racing & Sports Car Club's Clubsport Trophy field at Silverstone last weekend, sharing Ryan Bensley's Honda Civic Type R. Civic Cup regular Bensley is coached by Cook and was taking the opportunity, along with Pro Alloys Racing team-mate Owen Hillman, of more track time at the circuit ahead of the Civic Cup round there next month. Cook also enjoyed a successful C1 Endurance Series at outing at Brands Hatch over the weekend, when he and co-driver Sylvain Rubio took victory.

SCHRYVER'S C1 DEBUT

Sophie Schryver, the daughter of historics competitor James, made her racing debut in the C1 Endurance Series at Brands Hatch last weekend. Also sharing the Farringdon C1 with her great-uncle Michael, the trio (below) finished 24th in the three-hour race on the Indy Circuit.



Aggregate races to avoid noise breach

CSCC

The Classic Sports Car Club will adopt a revised race format for its Mallory Park meeting this Monday, intended to avoid issues with the circuit's noise regulations.

The majority of the CSCC's series usually hold 40-minute races, with mandatory pitstops in which a change of driver is optional. But Monday's races for its Tin Tops, Modern

Classics and Turbo Tin Tops series will be split into two 20-minute legs. The results of these races, run approximately 2.5 hours apart, will be aggregated. There will be no mandatory pitstops, with two-driver entries each contesting one leg.

The reason for the one-off format is to incorporate more frequent downtime into the timetable and avoid breaching the circuit's strict cumulative

noise limits, which run over 30-minute intervals. "We try and find a way of doing what we always do – taking members to different circuits," said club director David Smitheram.

The Special Saloons & Modsports and Magnificent Sevens (incorporating Open Series entries) will have a pair of shorter standalone races, of 15 and 25 minutes.

MARK PAULSON

Modified Mazda impresses on delayed debut

CLUB ENDURO

The heavily modified Mazda MX-5 that AK Motorsport is debugging for 2024 Club Enduro events showed pace and promise on its race debut on Snetterton's 300 circuit earlier this month, having been thwarted by gearbox control issues in qualifying at Croft in July.

The spectacular-looking IMSA tribute-liveried turbocharged machine, which features a wide body, posted some impressive lap times prior to retiring with a suspension issue.

"We had got round a driveshaft problem, and it ran 14 laps, longer than previously, before suspension failure at Coram forced Alan Henderson to retire," said team principal Anthony Kay. "His best lap was 2m04.48s [1.72 seconds from Lotus Elise ace Will Stacey's best of the race], but I'm delighted. Snetterton is a great test track. The times show major progress.

"It's the second time we've owned the car. A low-chassis number Mk1 from 1989, it was already turboed and used for trackdays and



Northern Sports & Saloons events from 2009, but didn't go round corners or stop. Sold in 2012, it disappeared into the wilderness but, when we were offered it back [more than a decade later], sad and run-down, we reckoned we could make it work. It's just a fun project."

At four inches wider than the original Japanese best-seller, there is little left of the chassis bar the front and rear bulkheads. It has a flat floor and most of the body is fibreglass. "The engine is still a 1.8-litre Mazda, with forged

pistons and oversized valves, and mounted further back, but we've added a bigger Precision Turbo than most will go," added Kay. "It makes 300-310bhp and drives through a seven-speed BMW DCT gearbox."

The Durham-based team, known for fielding Ginetta GTs, is making bespoke front suspension arms with spherical joints for the car's next planned Club Enduro outing at Donington Park, and is aiming to be competitive for Silverstone's seasonal finale in October.

MARCUS PYE

SAMMYNUDD

Lewis and White top the Armed Forces Challenge



ARMED FORCES

Bellowing BMWs were speediest when the 41-strong Armed Forces Race Challenge fields set out on manoeuvres from an impressive tented camp at Silverstone last weekend.

Top qualifier Paul Cook's E46 M3 led the International circuit opener before conking out, letting Wayne Lewis's similar car and David Shead's 'Frankenstein' – a muscular straight-six M3-engined Compact – in. Lewis and Shead were

excluded for overtaking under waved yellows second time out, so Mark White (Honda Civic EP3), who had chased them all day, was accorded victory over David Russell (E36 M3) and Mike Nash (E46 330ci).

MARCUS PYE

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FOLEY'S FORTUNATE ESCAPE Graeme Foley miraculously escaped serious injury when fellow GAC pilot Emil Kostadinov vaulted his car in this incident at the tight Club chicane on Silverstone's International circuit that stopped Saturday's second Formula Vee race. The underside of Kostadinov's car, which lost its bodywork before contact, partially dislodged Foley's crash helmet. He was checked by medics and released. Richard Walsh was fortunate not to become embroiled in the drama unfolding in his mirrors. Kostadinov was excluded for causing a collision. Damage to Foley's car appeared remarkably light; Kostadinov's was towed back to the pits.

Thorne ends British Rallycross winless run with Pembrey double

BRITISH RALLYCROSS

Jack Thorne took full advantage of reigning British Rallycross champion Patrick O'Donovan being away competing in Europe to take both victories at Pembrey last weekend and grab the points lead.

Thorne had yet to top a Supercar final in the BRX 5 Nations Trophy this season but achieved double success in Wales, when the British series competitors were joined by their Irish counterparts. The Peugeot 208 driver qualified on the front row for the first final and grabbed the lead from polesitter Tristan Ovenden's Citroen DS 3 at the first turn. Thorne never looked back from there

to defeat Ovenden, while O'Donovan's father Ollie took third in his Ford Focus.

O'Donovan had pole second time around, when the circuit was run in reverse and featured a newly reprofiled first turn for this event with the Tarmac chicane removed, but lost out at the start and had to settle for the points for second behind Thorne. Irishman Derek Tohill – the 2021 BRX champion – was the winner overall.

Sunday's action was overshadowed somewhat by an incident for multiple champion Pat Doran in the opening heat, and the Citroen C4 pilot was taken to hospital. The series described him as being in a stable condition on Monday.



Peugeot driver took points lead in O'Donovan's absence

HARPHAM HAPPY

Motorsport UK British Superkart champion Lee Harpham was a happy man at Snetterton last weekend after picking up two wins in the BSRC Super Series for Division 1 Superkarts. In a safety car-disrupted first race, it became a two-lap dash to the flag and Harpham narrowly beat local driver Tom Rushforth by 0.074 seconds. Braking issues hampered his second race, which was won by Rushforth, before another victory came in the finale.

FROM ELMS TO FUN CUP

European and Asian Le Mans Series driver Nick Adcock made his Fun Cup debut at Silverstone last weekend in one of EDF's cars, sharing with son Rupert and Nielsen Racing boss Sven Thompson. Adcock Sr had competed in Radicals and the VW Cup among other championships in the UK, before moving to South Africa and becoming a regular endurance racer. The trio finished 13th in Fun Cup.

MORE FITZ-SIMON SUCCESS

Horatio Fitz-Simon's Lurani Trophy Formula Junior steamroller continued recently with a third straight victory at the Nurburgring's 50th Oldtimer GP. In a Lotus 22 whitewash, he beat Andrew Hibberd and Clive Richards in the first leg. Richards blew a water hose and Hibberd spun in the decider. Parts driven from England overnight enabled Stuart Roach (Alexis Mk3) to win Class D.

HIGH-FLYING POLLARD

Reigning Formula Vee champion Craig Pollard equalled his best F1000 finish of the season – second at Brands Hatch – at Silverstone on Sunday, despite this moment (below) in Saturday's opener. Pollard was chasing down champion-elect Tom Gadd for second when he slid off the track at the tight left-handed first part of the Club chicane and his Jedi-Suzuki was launched by the sausage kerbs. Damage was found to be minimal and Pollard expressed his gratitude for the custom-moulded Indi Seat. "I'm a bit sore, but it saved my back," he said.



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Better times ahead for Ginetta

It has been a year of major change for Ginetta and the manufacturer has struggled for entries at times this season, but there are signs that its fortunes could improve

STEPHEN LICKORISH

This was always going to be a far from straightforward year for Ginetta, a stalwart of the UK national racing scene. The Yorkshire manufacturer not only revamped its portfolio of series for 2023 (axing the GT4 Supercup and merging the GT5 Challenge into a new GT championship), but it also ended its 15-season association with British Touring Car organiser TOCA and committed to running solely at British GT events. Such wide-sweeping changes inevitably bring challenges, even without them coinciding with a cost-of-living crisis that has resulted in many organisers experiencing a reduction in entries. It is therefore no surprise Ginetta numbers have been down, too.

Even ignoring last month's Cadwell Park G Fest event that attracted just 33 cars across the three championships – something Ginetta fully expected given the trepidation with which some view the Lincolnshire venue – the figures, on the surface, still do not make for great reading. Ginetta Junior has averaged 19 cars, down 17% on last year, while GT Academy fields have plummeted, falling from 28 to 15 this season so far. Then the fledgling GT Championship has attracted 16 drivers on average. It is a far cry from the Ginetta numbers just a few years ago – take the pre-pandemic statistics from 2019, when there were 90 drivers as the cumulative average across the four categories

“It may not have been smooth sailing this year, but there are still reasons for optimism”

operating back then, spearheaded by 29 in the GT5 Challenge.

However, dig a little deeper into this year's grid sizes and there are some reasons for optimism. Take the Ginetta Junior figures. Only three drivers have remained from last season, with many of the rest either progressing up the racing ladder or now being too old to continue in the junior ranks. Therefore, an impressive 17 rookies have joined the series in 2023 and, if a decent percentage stick around for a sophomore campaign, then next year is looking brighter. Similarly, with the GT Pro division of the GT championship, it is worth bearing in mind this is a new series and it can take time for momentum to build.

“GT Pro is picking up nicely,” says Ginetta's head of motorsport Mike Simpson. “We've got a lot of cars in build and we're testing a few clients per week on average.”

While the loss of the large trackside audiences and live mainstream TV coverage that racing on the BTCC bill brings could be another factor in the reduction in Junior entries, it does not explain the huge decrease in GT Academy. But Simpson says it is worth taking last year's burgeoning grids with a pinch of salt. “We hit it straight after COVID and people had cash and they bought cars,” he explains. “Grids are generally tailing off now – it's a tough world out there.”

It is reassuring Simpson and Ginetta recognise it has not been the greatest of years and are now working hard to improve for next season, Simpson talking of a long-term plan to boost grids. “Our job now is we have to listen, we need to regroup and grow from here,” he says. “We've had a year of listening and working hard with our drivers and teams on how we can refill the hopper.”

Lots of little tweaks are planned, which may not seem particularly revolutionary, but should all help. For example, there has been feedback that the eight-round GT Academy schedule is too intense for an entry-level series. “Six British GT events plus two extra ones was a lot when the GT Academy drivers can be quite time-poor,” admits Simpson. “It's seven weekends next year with only six counting towards the championship.”

Similarly, the tyre situation is also being assessed. Previously, the category's G56s have run on standard road tyres to keep costs down and reduce the chances of locking up. “The tyre's not designed to be driven flat out for a long time so we're going to give it more track focus next year and it will still be road legal,” adds Simpson. Rookies will also now be able to race for other teams rather than the current situation of being obliged to drive for Ginetta's Want2Race arm.

Another change is a new partnership with the British Racing & Sports Car Club, following the end to Ginetta's long association with the British Automobile Racing Club. Given the BRSCC operates the British GT events, while BARC looks after BTCC, it makes sense – especially as the BRSCC has already helped provide Ginetta officials this season.

Amid all the changes, Simpson still believes Ginetta has an important role to play in UK motorsport and remains committed to the cause, saying it “upped the ante on hospitality” this season as it continues to develop. “Our objective is when you think of going racing, we want Ginetta to be the brand that you give a call to start that – whether it's a taster day, or a full driver development programme,” he says. “We've looked at what's not been so successful this year and we have a two-to-five-year plan to grow.”

Success stories such as former GTA racer Darren Leung now being in British GT title contention prove the value of the Ginetta ladder. It may have not been smooth sailing this year, but there are still reasons for optimism about Ginetta's motorsport future. 🏁

Gadd's graft and Jessup's craft land them 750MC titles

SILVERSTONE INTERNATIONAL
750MC
19-20 AUGUST

F1000 ace Tom Gadd and Type R Trophy star Joe Jessup provisionally joined the 2023 roster of 750 Motor Club champions over another action-packed programme on Silverstone's International Circuit. Motorsport UK's track-limits rulings were the talk of the weekend, and changed key results, as an extraordinary number of competitors – including Gadd's rival Rob Welham and three-quarters of the BMW enduro field – were penalised for repeatedly crossing the outside line onto the all-important Hangar Straight.

For Lincolnshire's Gadd, 26, who married secondary school sweetheart Imarna a fortnight ago, August has been an emotional rollercoaster as he endeavoured to add the F1000 prize to his 2019 Locost crown, having finished third last season.

Gadd's best Suzuki engine blew during Friday testing, bringing thoughts of a "damage limitation exercise", but dad Michael and Team Sellars Racing's crew changed it overnight. Surprised to qualify second to title defender Welham, Gadd pressured him throughout Saturday's race, repelling FVee champion Craig Pollard (who hit the sausage kerb at Club and flew into retirement) and finishing ahead of Murfie Aldridge.

Sunday's first race, with a reversed-top-10 grid and red-flagged after a startline crash that ended Matt Higginson's title hopes (he had already lost two engines), finished with a safety car-freed cruise from Stowe to the chequered flag, at which US commuter James Clennell split Welham and Gadd.

Gadd fought past Welham for three



laps of the finale, but was outgunned, turning thoughts to Oulton Park's October double-header. But Welham's initial 15-second track-limits penalty, which left him fifth, grew to 62.9s and 18th in lieu of a drive-through for serial line transgressions. Thus Gadd emerged victorious by half a second from team-mate Pollard. On top of two zeroes to discard from Brands Hatch, Welham cannot now match Gadd's score.

Third in last year's Type R Trophy, Northampton's Jessup refocused over the winter, sharpened his tools and came out like a tornado in the rorty Honda Civic EP3 in the championship's openers at Croft. His continued rout of allcomers has been comprehensive. He won all three races here, advancing his

total to eight of the 12 to date – backed up by a second, two thirds and a fourth – and secured the title a month before Donington Park's closer.

That different drivers won the others demonstrates the pack's depth, yet underlines Jessup's superiority. Mallory Park victor Jeff Humphries arrived second in the table and led the chase on Saturday, clear of Daniel Chapman and Trafford King. Humphries's long-odds hopes were derailed when he retired from Sunday's sequel terminally, leaving Matt Wilkins and Miles Nathaniel-James (first at Cadwell Park and Brands Hatch respectively) to lead the chase with long-time Renault Clio racer Ross Boorman. Wilkins, MN-J and Chapman bagged the minor placings last time out,



ALL PHOTOGRAPHY: STEVE JONES

WEEKEND WINNERS

F1000**Races 1 & 2** Rob Welham**Race 3** Tom Gadd**TYPE R TROPHY****Races 1, 2 & 3** Joe Jessup**FORMULA VEE****Races 1 & 2** Matthew Hyde (AHS Dominator)**CLIO SPORT****Races 1 & 3** Jack Kingsbury (197)**Race 2** Jack Dwane (197)**MX-5 CUP****Race 1** Oak Richardson**Races 2 & 3** Jordan Johnson**MR2s****Races 1 & 2** Karl Johnston (Roadster)**120 COUPE CUP/116 SPRINT TROPHY****Race 1** Richard Lakey (E82 120i)**Race 2** Toby Partridge (E82 120i)**116 TROPHY**

Louis Woodward

ARMED FORCES RACE CHALLENGE**Race 1** Wayne Lewis (BMW E46 M3)**Race 2** Mark White (Honda Civic Type R)**For full results visit: 750mc.co.uk**

pursued by Martin Bugg and birthday boy Joe Dalgarno, the other Cadwell winner.

Sible Hedingham teenager Matt Hyde's compelling Formula Vee title bid has gathered momentum this summer. The former karter's determination to conquer rivals and Type 1 diabetes merited his first victories at Croft in June, which unlocked new confidence in the latest AHS Dominator. Since then, he has won at Snetterton and the steamroller continued here, making it six wins on the trot.

With the next eight competitors within a second of poleman Craig Bell (AHS), third qualifier Hyde and former champion Martin Farmer (GAC), from sixth, were ahead of Bell at the end of the opener's first lap. As Hyde broke away and Bell fell back to seventh, Daniel Lanyi (AHS),

Vaughn Jones (Storm), Farmer and Matt Harbot (AHS) disputed second. Jones ultimately bagged it from Farmer and Peter Studer (TCR Challenger).

Hyde's lead was five seconds when red flags flew in race two after Emil Kostadinov's already semi-naked GAC vaulted Graeme Foley's alarmingly (see News). Farmer mugged Hyde at the restart, but Matt zapped him and kept the black car in his mirrors for three further circuits. Jones, Bell and Francis Twyman (Storm) were next home.

Jack Kingsbury merited his first Clio Sport win on Saturday and, having been narrowly bested by 197 standout Jack Dwane second time out, repeated in race three, in which Dwane fell to eighth. Unbeaten among the 182s, points leader Chris Lawrence plus Oliver Waind completed the top three. Tim Bentley missed the opener, but then charged from the back to 182 class third and fourth.

Minus Mazda maestro Ben Short, the frenetic 5Club MX-5 Cup battles were for first. Oak Richardson beat Jordan Johnson to Saturday's post, but Johnson extended his championship lead with victories over Ben Hancy and Scott Leach the following day, when Toyota MR2s joined the card. Northern Ireland's Karl Johnston was untouchable, converting pole to both wins in a Rogue Motorsport Roadster. Championship leader Adam Lockwood and Shaun Traynor finished next, but a track-limits penalty dropped the latter to fifth behind

Neil Stratton and Ali Topley.

Traynor, Lockwood, Topley and Stratton squabbled over second later in the event finale, but Johnston was 11s up the road. Andrew Ruthven, sixth, succeeded Dan Silvester as best of the Mk2 battlers.

Plymouth BMW specialist Richard Lakey was on form among the E82 120i Coupe Cup quartet, which outpaced the E87 116i masses in their combined opener. After Anthony Seddon's 120i blew on the Hangar Straight and Louis Woodward's expired in a cloud of smoke exiting Club shortly afterwards, Toby Partridge closed to within a fifth of a second at the chequer. Partridge flew second time, duelling with Lakey for a 0.1s maiden race victory in the car former business partner Steve Soper won in on the National circuit in April.

Danny Hands wheeled his 116i out on home turf and the 2008 Formula Vee champion was the class of the field. He beat rapid youngster Mack Priestwood to third at the flag both times, but a 15s track-limits sanction reversed their race-two order. Hands looked to have mastered Sunday's 90-minute 116 Trophy enduro but, like Matthew Highcock, who finished 3.54s adrift after 60 laps, was penalised 15s. This brought solace to third finisher Woodward, who kept within the lines and was promoted to victory. Priestwood, Seddon and Andrew Black completed the top six in the result reshuffle as 20 competitors were hit with 15s impositions and nine by 5s!

MARCUS PYE



Partridge and Lakey
shared 120 triumphs



Robb leads the Bernie's V8s pack at the start but suffered late woe

European beasts battle the US autos at Oulton Park

OULTON PARK
MSVR US AUTOSHOW
19 AUGUST

MotorSport Vision Racing's series of themed events continues to attract a new and growing audience to club racing weekends. Last Saturday's second edition of the US AutoShow at Oulton Park perfectly combined attractions and displays together with an open paddock and a programme of racing featuring classic muscle cars from both sides of the Atlantic.

Leading the action was a double-header from Bernie's V8s and Historic Outlaws, together with a bonus of a bevy of Corvettes, continuing the celebration of the 70th anniversary of the first C1. Despite the American presence, the front row for race one was an all-European affair, Stewart Robb's TVR Tuscan earning a

dominant pole position while Robert Hollyman's Porsche lined up alongside. Olly Bryant sat just behind in a Camaro, and these three immediately launched through a barrage of noise as the lights went out. Straight away, Robb pushed to make a gap, punishing his tyres and brakes as he charged. The plan looked to be working as Hollyman lost ground. Behind, Bryant was being chased by Martin Glennie for the final podium place. Glennie knew that his Tuscan was outpaced, so launched his assaults through the turns, but Bryant's Camaro was coming into its own and he had his eyes on Hollyman and the runner-up spot.

With just minutes to go, Hollyman was slow out of Shell, putting Bryant within striking distance. Then, under pressure, the Porsche went deep into the chicane and the pass was made. By now Robb had extended his lead to more than 11 seconds

and should have cruised home, only he didn't; his fuel-starved Tuscan suddenly lost momentum and coasted into retirement. With this, Hollyman made one last effort, but Bryant held firm in the sprint to the line.

Chris Tilly's Corvette shared the front row with Bernard Foley's MGB for race two's reversed grid. The MG is both quick and agile and Foley knew that, if he could take an early lead, the Chevy would act as a roadblock to build his advantage – which is exactly what happened. Further back, Robb was keen to make amends for his earlier woe. Thirteen places were gained on the first lap and, by lap seven, he was into sixth, but then disaster struck for Tilly. The Corvette lost oil pressure and dumped a slick from Lakeside to Hilltop. This was also the worst possible news for Robb, the Scot having by now battled his way into third but, with a red flag signalled, Foley took a comfortable win and Robb was counted back to seventh.

Two grids of Monopostos produced some fantastic inter-class duels. Pick of the bunch was from the Moto 1000, 2000cc and 1600cc cars. Most often, the sprightly M1000s will have the edge over the Formula Ford 2000 cars, but here Tom Wheatley, in a Van Diemen RF99, delivered a stunning pole position lap, but then lost three places off the line as he struggled for traction. Codey Keogh needed no other invitation and was straight into the lead while fellow 1000 runners Matthew Haughton and David Heavey battled closely behind.

But Wheatley's day wasn't over and, with dogged determination, forced



ALL PHOTOGRAPHY: RACHEL BOURNE

WEEKEND WINNERS

**BERNIE'S V8s & HISTORIC OUTLAWS****Race 1** Oliver Bryant (Chevrolet Camaro Z28)**Race 2** Bernard Foley (MGB V8, above)**MONOPOSTO – M1000, 2000, 1600****Races 1 & 2** Matthew Haughton (Jedi Mk6)**SPORTS 2000**

Michael Gibbins (MCR S2n, below)

UNITED FORMULA FORD

Jacob Tofts (Medina JL17)

MONOPOSTO – F3, MOTO 1400, CLASSIC, 1800**Races 1 & 2** Karl O'Brien (Dallara F307)For full results visit: tsl-timing.com

Heavey to deliver his best as the two circulated as one. For Keogh, however, his challenge was done with gearbox failure on his Leastone, leaving Haughton's Jedi to pull clear and take the win.

Race two was much of the same, but with the addition of a fine recovery drive (following a misfire) by Terry Clark in his Van Diemen RF00; Clark prised his way from the back to triumph in a three-car midfield battle with Andreas Hicks (Van Diemen RF00) and Paul Hutson's Jedi.

The 50-minute Sports 2000 contest was blighted by incidents and a costly early stop by the MCR of Joshua Law, just as a safety-car period ended. With most cars staying out, Law returned into traffic, then saw his hopes extinguished by another caution, which allowed race leader Michael Gibbins to easily extend his advantage, despite having to finish the race with only fourth gear on his MCR.

There were just six entries (and three finishers) in the United Formula Ford race, but then this is hardly surprising when two competing Formula Ford grids were racing on the same weekend. Jacob Tofts (Medina) headed the trio.

STEVE HINDLE

SPECIAL CAMARO FOR BRYANTS Father-and-son pairing Grahame and Olly Bryant ran their 1967 Chevrolet Camaro Z28 for only the second time in the UK last weekend, ahead of its appearance at the Silverstone Festival. The Bryants are well known for campaigning a later Camaro but, as Olly explained, this car is special to them: it is mostly original and has only recently been brought over from the States, where the duo took back-to-back GT class wins with it at the Daytona Classic.



HARVICK'S CHEVY STARS American auto fans were treated to an unsilenced display of NASCAR power as four legendary Chevy machines, Impala and Monte Carlo cars, and Silverado Craftsman trucks, lapped Oulton Park. As each thundered round, the biggest cheer went to the #29 2008 Impala in Kevin Harvick's Shell/Pennzoil colours. The long-serving racer – who is nearing retirement – stands among NASCAR's all-time greats, his 121 combined wins placing him third in national series rankings.



THE CHODOSH CORVETTES Bernie Chodosh, organiser of Bernie's V8s and Historic Outlaws, made it a family affair last weekend when he was joined on the grid by sons Simeon and Adam as they celebrated the 70th anniversary of the first C1. Bernie was behind the wheel of his immaculate gold 1959 car, while Adam drove the #888 1958 model. But it was Simeon who stole the show with his stunning, newly built, 1963 third-generation car (above) – the first to bear the 'Sting Ray' name.

A weight off Boardley's shoulders

**SILVERSTONE NATIONAL
BRSCC
19-20 AUGUST**

In a TCR UK season where momentum has usually swung between drivers in line with the compensation weight they've had to carry, Carl Boardley bucked the trend at Silverstone.

A massive vibration, meaning he "could hardly see", left Boardley's Cupra Leon Competition fourth on the grid. But after ditching the culprit – bent wheel rims – the tin-top veteran made serene race progress. A tardy getaway from front-row man Bruce Winfield (Area Motorsport Hyundai) let Boardley into third. He then dispatched Scott Sumpton, who'd qualified his Restart Racing Honda Civic FK7 a best-yet third, the same lap at Brooklands, before setting his sights on Winfield's team-mate and poleman Adam Shepherd.

Back at full power after discovering previously undiagnosed intercooler and exhaust damage, Shepherd was rejuvenated. A win looked likely until an alternator bearing failed and cut his power, handing Boardley a fourth win in five races and the season's first race-one winner with maximum ballast. Sumpton was shuffled back, and rear upright failure sidelined Winfield, so Jenson Brickley (Cupra) prevailed in a monumental scrap for second ahead of Audi RS3 trio Joe Marshall, Jac Constable and Oliver Cottam.

Boardley's progress from 10th on race two's reversed grid was more akin to a game of snakes and ladders. Initially aided by an early skirmish at Becketts that eliminated Callum Newsham and Chris Smiley, he rose to fourth in the restarted race before getting clobbered back down to 10th after Brickley's misjudged attempt to hold off a charging Bradley Kent. Drama in front – Shepherd's exit via friendly fire from Winfield, and second-placed Kent's



Becketts off – helped Boardley return to sixth, only for intermittent power loss to send him back to ninth.

That became eighth via a heartbreaking driveshaft failure that cost Cottam a dream second, then seventh when Brickley was penalised post-race. Out front, Alex Ley (Hyundai) avoided trouble and used his new tyres to rise from 11th to win and retain a slender title hope. Matthew Wilson (Cupra) scored a maiden podium in second, and third place for Winfield keeps him second in the standings.

Team Viking's Mark Holme and Jonathan Hoad won a Fun Cup race that was closely contested throughout its four hours, with 40 lead changes – the second most in Fun Cup history. Barely a second covered the first five cars with pitstops complete, and the decisive move came when Hoad drafted past four-time champion Julian Thomas – returning after four years together with David Denyer – on the Wellington Straight on the final lap. Hoad held off the Racelogic car by 0.09 seconds, incredibly only Fun Cup's third closest finish.

Axiometrics' Neil Burroughs snatched

third from Craig Butterworth (GCI Racing) despite the car losing a lap to a puncture in hour three. Suspension failure with barely 10 minutes remaining eliminated multiple champion Uvio/Hofmann's, while fellow title challenger Team Olympian was down in 20th after picking up damage in a spin.

Albert Webster made inroads into Alastair Kellett's Fiesta ST240 Championship lead with a double victory. Kellett's weekend started well when he won from pole, holding off Webster's concerted challenge. On the opening tour of race two, Webster rounded Kellett at Brooklands with an impressive move on cold tyres, before a blown boost pipe halted the Irishman.

Kellett's charge from the back in the finale yielded only eighth after being tipped into a spin early on, while Webster – from eighth on the reversed grid – carved through and chased down the fast-starting Gary Miller for victory.

From pole, Luke Hilton delivered a 6s Fiesta Junior victory, then led race two until his tyres began to wilt. He was caught by impressive newcomer Finn Leslie who dived inside at Brooklands, with light contact leaving Hilton pitting to replace a punctured tyre as Leslie completed a dream debut with victory ahead of Dan Lewis. A qualifying misfire left Ben Mulryan starting both races from the back but, amid incident-packed action, the points leader's damage limitation was exemplary as he twice climbed to fourth.

Nigel Mustill commanded the Welsh Sports and Saloons opener in his beefy Solution F-built Volvo S60 silhouette before skipping the sequel, in which Christian Douglas (Ariel Atom) overcame Keith Butcher's Lamborghini Huracan.

MARK PAULSON



Fun Cup battle was decided on the final lap as Team Viking won



Shepherd, here leading Boardley, had alternator woe. The ex-BTCC star pounced to win despite weight

WEEKEND WINNERS

TCR UK

Race 1 Carl Boardley (Cupra Leon Competicion)

Race 2 Alex Ley (Hyundai i30 N)

FUN CUP

Team Viking & Ursus Capital Racing
(Mark Holme/Jonathan Hoad)

FIESTA ST240s

Race 1 Alastair Kellett

Races 2 & 3 Albert Webster

FIESTA JUNIORS

Race 1 Luke Hilton (ST, below)

Race 2 Finn Leslie (Zetec S)

WELSH SPORTS AND SALOONS

Race 1 Nigel Mustill (Volvo S60)

Race 2 Christian Douglas (Ariel Atom)

SUPER CLASSIC PRE-'99 FORMULA FORD

Races 1 & 2 Jacob Tofts (Van Diemen RF89)

CLUBSPORT TROPHY

David May (Nissan 370Z)



For full results visit: tsl-timing.com

ONCE, TWICE, THREE TIMES A WINNER

It was a milestone weekend for Formula Ford driver Jacob Tofts, who took his first-ever race win before following it up with his second and third.

FF1600 was an obvious choice for the son of three-time Formula Ford Festival Zetec class winner Neil Tofts to make his first foray into racing this year. The 19-year-old had no karting experience but took up sim racing during the COVID-19 lockdowns and quickly became very successful, winning multiple Esports titles.

Keen to test Tofts Jr's virtual skills in the real world, father and son secured backing from Duckhams and Verve Display. Dad began a campaign with Redline Racing in the Porsche Sprint Challenge GB – a choice encouraged by his son after experiencing the 718 Cayman at a taster day – while lad joined Souley Motorsport to contest the United Formula Ford Championship in a Medina JL17.

After a pair of podiums at Snetterton in June, the breakthrough victory came last Saturday at Oulton Park, in an admittedly thin field of six cars. Tofts then travelled to Silverstone, where Souley invited him to drive an older Van Diemen RF89 in Super Classic Pre-'99 Formula Ford. Having tested the car for just a single lap at Oulton Park on Friday – essentially, to check he fitted while not distracting from his focus on the Medina – Tofts promptly qualified on pole and won both races.

"I actually managed to build up a 10-second lead, and then we had a safety car late on, unfortunately," he said of his Cheshire success. "Although it was my first time at Oulton, it's one of the best tracks we've been to this year. All the bumps, the undulations... that was a lot of fun.

"Then coming here [Silverstone], I did not expect to put it on pole or win the races. We are starting to see all of the



First win came at Oulton on Saturday

support from Duckhams and Verve Display pay off. They've put a lot of work in, helping me with testing and things like that at the start of the year, and now that we are halfway through, and starting to come towards the end of it, I'm happy to see that their hard work is paying off and progress is being made."

Tofts dropped behind Alex Ames in the first Super Classic race but successfully retaliated later on the first lap. He pulled away for a 5s win while Ames's ex-Neil Cunningham RF90 began misfiring and he fell behind younger brother Andrew. Alex Ames got ahead again in the rematch and traded the lead with Tofts before the youngster sealed the place. With Ames again hampered by a misfire, Morgan Dempsey took second in the RF92 in which he was runner-up in the 2004 Festival Kent class.

Tofts is now eyeing a switch to the Porsche ranks next year. "That is definitely the target, to do Porsche in whatever form," he confirmed. "When I drove the car, I felt very comfortable in it and I felt, if I had more time, I could have got a lot more out of it."

MARK PAULSON



Tofts (10) battled with Ames during both Silverstone races



Close FF1600 battles produce three different winners

BRANDS HATCH
BRSCC
19-20 AUGUST

Three races with the National Formula Ford Championship at stake headlined a varied club meeting at Brands Hatch last weekend, with wins shared between Jordan Kelly, Jamie Sharp and Lucas Blakeley. Points leader Lucas Romanek also had something to celebrate with three solid finishes. The other notable feature of the event was Josh Cook's starring role in a Citroen C1 three-hour enduro.

For a national championship, the FF1600 entry was sparse, but nine of the 11 cars were covered by less than 0.3 seconds in qualifying and the first race featured a seven-car squabble with numerous changes for the lead. Irishman Kelly (Van Diemen RF06) headed the most laps, including the all-important final one. Sharp, returning with October's Formula

Ford Festival in mind, finished on Kelly's tail, with the leading pair eventually escaping from Morgan Quinn, who in turn established a gap to Romanek.

A perfect start took Sharp's Medina clear in race two and, for much of the distance, he looked home and dry. But, just as Kelly closed the gap and mounted his first attack, the safety car was scrambled after Elliott Budzinski beached at Druids. Time ran out before racing could resume, with Sharp the winner from Kelly, Quinn and Romanek.

Esports F1 racer Blakeley steered his Spectrum to an easy race-three victory after a perfect getaway from the second row, while potentially faster cars made up for a partially reversed grid. With Blakeley not a championship hopeful, second was good news for Romanek, who finished with Kelly right on his gearbox. Both were beaten on the road by Brandon McCaughan, but a track-limits penalty demoted him to sixth.

Alex Sidwell's Holden Commodore and Adrian Bradley's BMW E46 M3 enjoyed a win each in Saturday's Super Saloon races. Sidwell blasted clear in the early stages of the opener, but Bradley narrowed the gap. Bradley maintained the pressure from the start of race two and nipped ahead at a point where he could resist the Holden's straightline speed advantage. The M3 of Rod Birley beat Ford Escort driver Martin Reynolds for third in both races.

The first of three CityCar Cup races was interrupted when two cars came to grief at Paddock Hill Bend, before the shortened re-run was won by Elliot Lettis (Peugeot 107), now a 10-time winner in 2023. Win number 11 came on Sunday morning in a race curtailed by a first-corner shunt and later a caution period. Two more crumpled cars at Paddock led to a stoppage in race three, which eventually went to Stuart Bliss (Toyota Aygo) under pressure from Lettis, who started eighth on a randomly selected grid.

Chris Bassett and race engineer Tom Burgess shared a Peugeot 306 GTI to win a 30-minute Tin Tops race that included mandatory pitstops. They were nearly a lap ahead of the Adam Harding/Steve Everson Citroen Saxo and Robert Hosier (SEAT Leon).

A winner on his C1 guest appearance, British Touring Car ace Cook saw co-driver Sylvain Rubio keep their car near the front for the first half of the race but, after taking over, Cook pitted with a puncture and fell to ninth – temporarily off the lead lap.

Other cars' pitstops helped his recovery, and the race came down to some frantic final laps following a caution period less



WEEKEND WINNERS

BRANDS HATCH

NATIONAL FF1600

Race 1 Jordan Kelly (Van Diemen RF06)

Race 2 Jamie Sharp (Medina)

Race 3 Lucas Blakeley (Spectrum 011C)

CMMC SUPER SALOONS

Race 1 Alex Sidwell (Holden Commodore VF)

Race 2 Adrian Bradley (BMW E46 M3)

CITYCAR CUP

Races 1 & 2 Elliot Lettis (Peugeot 107)

Race 3 Stuart Bliss (Toyota Aygo)

CMMC TIN TOPS

Chris Bassett/Tom Burgess (Peugeot 306 GTI)

CITROEN C1 ENDURANCE

BPC Motorsport (Sylvain Rubio/Josh Cook)

ZEO PROTOTYPE CUP

Race 1 Mike Jenvey (Jenvey Gunn)

Race 2 Graham Charman (Juno)

SUPERSPORT ENDURANCE CUP

Jason McNulty (Lotus Elise S3)

For full results visit: tsl-timing.com

ULSTER RALLY (BRC)

1 Adrien Fourmaux/Alexandre Coria (Ford Fiesta Rally2); 2 Garry Pearson/Daniel Barritt (VW Polo GTI R5) +4m57.5s; 3 Kyle White/Sean Topping (Peugeot 208 Rally4); 4 Kyle McBride/Liam McIntyre (Fiesta Rally4); 5 Casey Jay Coleman/Lorcan Moore (Fiesta Rally4); 6 Ioan Lloyd/Sion Williams (208 Rally4). **JBRC** White/Topping.

For full results visit:
britishrallychampionship.co.uk

than 20 minutes from the end. Cook swooped past long-time leader Charlie Bingham at Paddock going into the penultimate tour to take the lead, and David Drinkwater rounded Bingham for second at Surtees. The three cars crossed the line covered by 0.4s after 150 laps, although Bingham's Trojon C1 was later penalised for causing a collision.

The weekend's quickest cars were in the Zeo Prototype Cup, and Mike Jenvey recorded his third win of the season in their first outing with his Jenvey Gunn, well ahead of Shane Kelly's Praga. Kelly had grabbed third from fellow Praga driver Ruben Stanislaus in traffic and second from Graham Charman's Juno when it hesitated with fuel starvation.

Jenvey stopped during a race-two caution period caused when Dominic Langdon-Down crashed his Radical on Cooper Straight after a brush with Jess Hawkins in the Kelly Praga. This left Charman in front of Hawkins and Max Windheuser's Norma.

Jason McNulty won the Supersport Cup race over two hours in his Lotus Elise, beating Paul Hinson's BMW by 33s, with Leon Bidgway (Lotus Exige) third after spinning in front of the pack on lap one.

BRIAN PHILLIPS

Fourmaux weathers the storm to dominate BRC



ULSTER RALLY BRC 18-19 AUGUST

Even the gale-force winds and biblical rain of Storm Betty couldn't derail Adrien Fourmaux's attempt at a fourth victory in the British Rally Championship this season, as he and co-driver Alex Coria were in a class of their own on the way to an Ulster Rally win.

With BRC competitors resuming their rivalry against the Irish Tarmac Rally Championship for bragging rights on the event, the visitors arguably had the upper hand in Fourmaux, but the pressure that comes with that expectation was certainly a consideration.

But having spent several years on the World Rally Championship tour, Fourmaux knows how to play the game and it was business as usual for the M-Sport Ford Fiesta Rally2 driver, who opened up an 11-second lead to his nearest rival during the opening loop. By the time the storm arrived on Friday night, he could afford to ease back with 7s in hand.

Saturday dawned damp, but nothing like the torrents of running water that was experienced the night before and, as the roads

began to dry, the pace of Fourmaux began to increase. Knowing when to push was key to his dominance in the Ulster lanes, and stage after stage he punched in unbeatable times to win his fourth BRC round on the bounce by nearly five minutes and was nearly 50s ahead of the best of the Irish.

"It was really, really nice to win here," said Fourmaux. "We know the stages here in Ireland are really difficult and the competition here is very high. That rain, it just kept coming and, along with the Irish drivers here, they are really impressive. It's a good result for the championship and a lot of points so it is really positive".

A depleted BRC entry made the trip across the Irish Sea, meaning it was left solely up to Garry Pearson to challenge Fourmaux. After a confidence-sapping opening stage, he was left to aim for championship points, taking second in his Volkswagen Polo and his best BRC result to date.

The real BRC race was left to the Juniors, and no fewer than three young hotshots led the category fight. Ioan Lloyd returned to the series for the first time this season and had an early grip on the top of the leaderboard, only for his Peugeot 208 to lose power on Friday evening.

That gave Kyle McBride the overnight lead, but a fightback from Kyle White, coupled with a favourable nominal time due to a stage stoppage, swung the pendulum his way and he celebrated his third JBRC victory of the season on home soil with his 208.

MATT COTTON



FINISHING STRAIGHT

Suzuki SX4 got its chance in the gaming spotlight in 2010



Gaming's lasting impact on the World Rally Championship

The reason why the writer of this piece is obsessed with the World Rally Championship isn't Autosport's superlative event reports of the mid-1990s, or Tony Mason being pelted with snow atop the Col de Turini. It isn't the RAC Rally's stages through its hometown of Leeds either.

No, it's a 1998 video game called *Colin McRae Rally* that arrived at Christmas time alongside an original PlayStation. The eponymous title of the first British WRC champion was evocative of the era, with a blue-and-gold Subaru on the cover and a legend's endorsement. But those facets alone weren't enough to excel. *Tommi Makinen Rally*, which arrived in the same year, didn't light the touch paper.

CMR was a great game first and foremost, with approachable handling, a McRae-voiced rally school and jelly-based cheat codes. It sucked us, and many others, into the sport.

But it wasn't official. Remarkably, despite Formula 1 and even national series such as the British Touring Car Championship endorsing their own games, WRC fans had to wait until 2001 for the first licensed

release via an exclusive deal with Sony.

Created by the now-defunct Evolution Studios, the first attempt for PlayStation 2 was released during the David Richards-led International Sportsworld Communicators heyday. While it recreated the aesthetics of each location, the vehicle handling was sadly too twitchy and the experience was strangely sterile.

That was remedied with the 2002 sequel, *WRC II Extreme*. Why Extreme? Well, you could unlock fictional Group B-esque versions of each car. Pumped with steroids, these were a tantalising addition, but the main advance was the rewarding driving experience. It also helped that the sport was in a purple patch with seven manufacturer entries, from Mitsubishi to the then-embryonic Citroen.

Not only were that season's rallies and cars present (minus McRae, for obvious reasons), but the drivers and co-drivers had their likenesses represented too. The cognoscenti will recall that it included Stig Blomqvist driving an Octavia and Toshi Arai in an Impreza.

While the PS2 WRC game releases continued until 2005, they never really topped the heady highs of *WRC II*, although *WRC: Rally Evolved* was a contender. The gradual tailing off in interest aligned with the dearth of entrants during the 2006 season. Consequently, the WRC licence sat untouched for the next five years.

Surprisingly, 2010 witnessed a fleeting dalliance with *Gran Turismo 5*. It subsumed the rights and included all top-class cars from, curiously, the 2008 season including Toni Gardemeister's Suzuki SX4 WRC.

When the dedicated game did return that same year, it had Italian developer Milestone at the helm. The next four titles suffered from an unimaginative career mode, dowdy visuals and limp driving characteristics. We played it through fandom to the championship, but not because it was any good.

Soon after, development was switched to French studio Kylotonn, where it presided until last year. With comparatively limited resources and even less time, *WRC 5* was yet another clanger. But by the time *WRC 9* arrived in 2020, the team managed to deliver one of the best rally experiences in decades. Not only was the WRC enjoying something of a renaissance, but the official game was also exciting once more – provided you ignored the jagged visuals and pathetic engine sounds.

The team threw in a 50-year anniversary mode a year later for *WRC 10*, before the current Rally1 hybrids were added for 2022's *WRC Generations*. As is so often the case, the quality of the virtual renditions was intrinsically linked to the relative success of its real-world counterpart.

For now, though, a five-year deal with Electronic Arts and Codemasters – the original *Colin McRae Rally* developers as it turns out – is set to kick off this year. The only trouble is that details remain shrouded in secrecy. When the WRC desperately needs to attract new fans during a pivotal time, let's hope it's worth the wait.

THOMAS HARRISON-LORD

For daily racing game news, visit traxion.gg



WHAT'S ON

INTERNATIONAL
MOTORSPORT

Dutch Grand Prix

Formula 1 World
Championship
Round 13/22
Zandvoort, Netherlands
27 August

TV Live Sky Sports F1,
Sun 1355
TV Highlights Sky Sports
F1, Sun 1900, Channel 4,
Sun 1830

Formula 2

Round 11/13
Zandvoort, Netherlands
26-27 August
TV Live Sky Sports F1,
Sat 1210, Sun 0855

IndyCar Series

Round 14/16
St Louis, USA
27 August
TV Live Sky Sports F1,
Sun 2030

Indy NXT

Round 10/12
St Louis, USA
26 August
TV Live Sky Sports F1,
Sat 2025

European Le Mans
Series

Round 3/5
Motorland Aragon, Spain
26 August
Livestream
motorsport.tv, Sun 1640

Super GT

Round 5/8
Suzuka, Japan
27 August

Livestream
motorsport.tv,
Sat 0705, Sun 0630

IMSA SportsCar

Round 9/11
Virginia International
Raceway, USA
27 August
TV Live Viaplay, Sun 1900

TCR World Tour

Round 6/9
San Luis, Argentina
26-27 August

Porsche Supercup

Round 6/7
Zandvoort, Netherlands
27 August
TV Live Sky Sports F1,
Sun 1055

NASCAR Cup Series

Round 26/36
Daytona, USA
26 August
TV Live Viaplay, Sat 2330

UK MOTORSPORT

Donington Park BARC

26-27 August
BTCC, British F4, Mini
Challenge Trophy, Porsche
Carrera Cup, Porsche Sprint
Challenge
TV Live ITV4, Sun 1115

Silverstone HSCC

25-27 August
Classic GTs, Formula
Libre, HGPCA Pre-'66 GP
Cars, Historic Formula
Junior, Historic Touring
Car Challenge, Masters
Endurance Legends,
Masters GT Trophy, Masters

Sports Car Legends, MRL
F1 '66-'85, Pre-'66 Touring
Cars, Roadsports Trophy,
Thundersports,
Woodcote/Stirling Moss
Trophy

Snetterton BARC

25-27 August
Citroen 2CV 24 Hours, JSCC,
Track Attack

Mallory Park VSCC

26 August
Allcomers, Handicap,
Pre-'66 Racing Cars,
Pre-War Sportscars,
Scratch, Triple M,
VSCC Specials

Brands Hatch 750MC

26 August
Bikesports, BMW Car Club,
Locost, Ma7das, Roadsports,
Ultimate BMW

Kirkistown 500MRCI

26 August
BOSS Ireland, Fiestas/
Minis, FF1600, Northern
Ireland Sevens,
Roadsports/Globals,
Saloons/GTs/Mazdas

Lydden Hill LHMC

27-28 August
500OA, Custom Cup,
European Late Model,
Modified Fords, Pickups

Castle Combe CCRC

28 August
CCRC (FF1600, GTs, Hot
Hatch, Saloons), Midget
& Sprite Challenge,
Swinging Sixties

Mallory Park CSCC

28 August
Magnificent Sevens,
Modern Classics, Special
Saloons & Modsports, Tin
Tops, Turbo Tin Tops

British Hillclimb
Championship

Round 12/14
Loton Park
26-27 August



autosport.com/podcast



SUTTON/MOTORSPORT IMAGES



Discover the data story of the first part of the F1 season

What can we learn from the data of Formula 1 so far? Twelve races down and there is a lot of data available to explain where Red Bull is so good, how McLaren and Aston Martin have changed throughout the season, where Mercedes and Ferrari need to improve, and how far back the midfield teams really are this season.

Martyn Lee chats with Jon Noble and returning special guest Blake Hinsey, an ex-Red Bull performance engineer, to discuss all the biggest data points of F1 2023 so far.



F1 returns with the Dutch Grand Prix



The BTCC is Donington-bound

JEP

SRO / TWENTY-ONE CREATION - JULES BENICHOU



Imola

As a three-time Le Mans 24 Hours winner and with 10 outright podiums at the race, you'd expect Rinaldo Capello to choose the French circuit as his favourite. But a long-forgotten 1985 test at Imola that smoothed his path up the ranks means it's the Emilia Romagna venue that stands out for 'Dindo'.

"Imola has been a big part of my career," says the Italian. "The only reason I could race in Formula 3 without any sponsors or money was due to a test I did with Prema Racing [at Imola]. It has always been my favourite race track."

Karting legend Mike Wilson was also invited to try out Prema's Ralt-VW, in which Capello quickly impressed. When Wilson elected not to switch to cars, Ralt's Italian importer Chuck McCarty gave Capello the car earmarked for Wilson. Results were sparse thanks, says Capello, to a breathless engine and lack of funds. But described by Autosport in 1985 as "highly talented but grossly underfinanced", Dindo would have struggled to race on without the chance.

"That is thanks to the test in Imola and the feeling I have with the race track," says Capello, who won there during his 1996 Italian Touring Car Championship title season despite being punted over the now airbrushed Variante Bassa chicane by Emanuele Naspetti. Capello grins at the memory: "The BMW didn't brake and pushed me off. But I just kept



full throttle and jumped the chicane."

The circuit will forever be recalled for the deaths of Ayrton Senna and Roland Ratzenberger in 1994, which resulted in layout changes. But Capello, who admits to a preference for anti-clockwise circuits such as Laguna Seca and (in its pre-2007 configuration) Misano, believes Imola today is no worse off and is "still in keeping with its own character", with the first two complexes requiring "completely the opposite" technique.

"You have to get in slow for the Tamburello chicane, and then the rest is in acceleration," he explains. "The next one [Villeneuve chicane], the entrance is very, very fast and between the left and the right there is a braking point for the exit. Apart from that, it has always been the most demanding track for braking and fuel consumption."

JAMES NEWBOLD

STALEY/MOTORSPORTIMAGES



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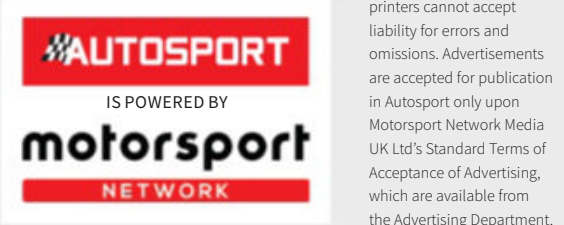
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